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MAYOR

Joe Lockwood

CITY COUNCIL

Karen Thurman
Matt Kunz
Bill Lusk
Burt Hewitt
Joe Longoria
Rick Mohrig

MISSION

*We take responsibility together
to provide the best quality of
life to those we serve. Through
excellent service to our neighbors,
we strengthen our cherished
sense of community.*

VISION

Milton is a premiere city
where we strive to:

- Promote a high quality of life
- Create a strong sense
of community & place
- Respect our heritage while
guiding our future
- Be the best place to call home

CORE VALUES

Respect
Integrity
Collaboration
Bold Leadership
Excellence
Responsiveness
Knowledge

August 17, 2016

Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: Comprehensive Plan Update 2016 Submittal

The City of Milton, GA has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Michele McIntosh-Ross, Principal Planner at 678-242-2538 or email: michele.mcintosh@cityofmiltonga.us.

Sincerely,

Mayor Joe Lockwood
City of Milton, GA

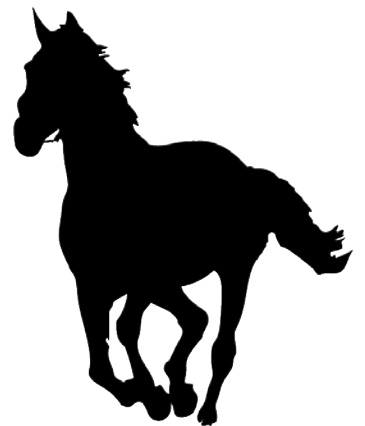
Enclosures:

City of Milton Comprehensive Plan Update 2016



The City of Milton Comprehensive Plan Update 2016

DRAFT for Review 8.19.2016



This document was prepared by the Atlanta Regional Commission using funds
provided by the State of Georgia.

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Acknowledgments

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Executive Summary

The City of Milton was chartered in 2006. Previously, the area that comprises the city was a part of unincorporated Fulton County. Many of the land use and transportation patterns were set in place by zoning and development standards that pre-dated the incorporation of the city. The original vision of the city was focused on the preservation of rural character, community heritage, and “small-town” quality of life. According to the Community Assessment of the city’s original Comprehensive Plan, “The City was created with the idea that the rapid pace of urban development since 1990 would displace the rural-based assets that attracted the city’s current citizens to Milton, and that the City should establish and adhere to its own resources to balance future development and services with the City’s vision for preservation of existing lifestyles and community character. Maintenance of the unique agricultural elements, lower density development patterns, lifestyle and character of the existing community is central to the wishes of many local citizens.”

Citizens still wish to see Milton preserve agricultural and low density development patterns. There are areas along the southern border of the city that have been identified for higher density, mixed use development – particularly in the Deerfield and Crabapple Character Areas. Higher density residential development opportunities exist in Milton Lakes and Bethany. Outside of these areas, the majority of the city is reserved for low density residential development on lots that are 1-acre or greater.

Beyond the community’s keen interest in future development, topics of consideration included acquisition and development of community greenspace; traffic congestion and transportation improvements; and the need to preserve opportunities for agricultural landscapes and working farms. Overall, the community is generally satisfied with the policy direction set down in their 2011 Comprehensive Plan. Therefore, this Comprehensive Plan Update largely reflects the policy and direction adopted in the city’s initial plan, with changes noted in the topics of greenspace, land conservation, and traffic congestion.

Comprehensive Plan Vision

**Milton is a premier
city where we strive
to:**

**Promote a high
quality of life**

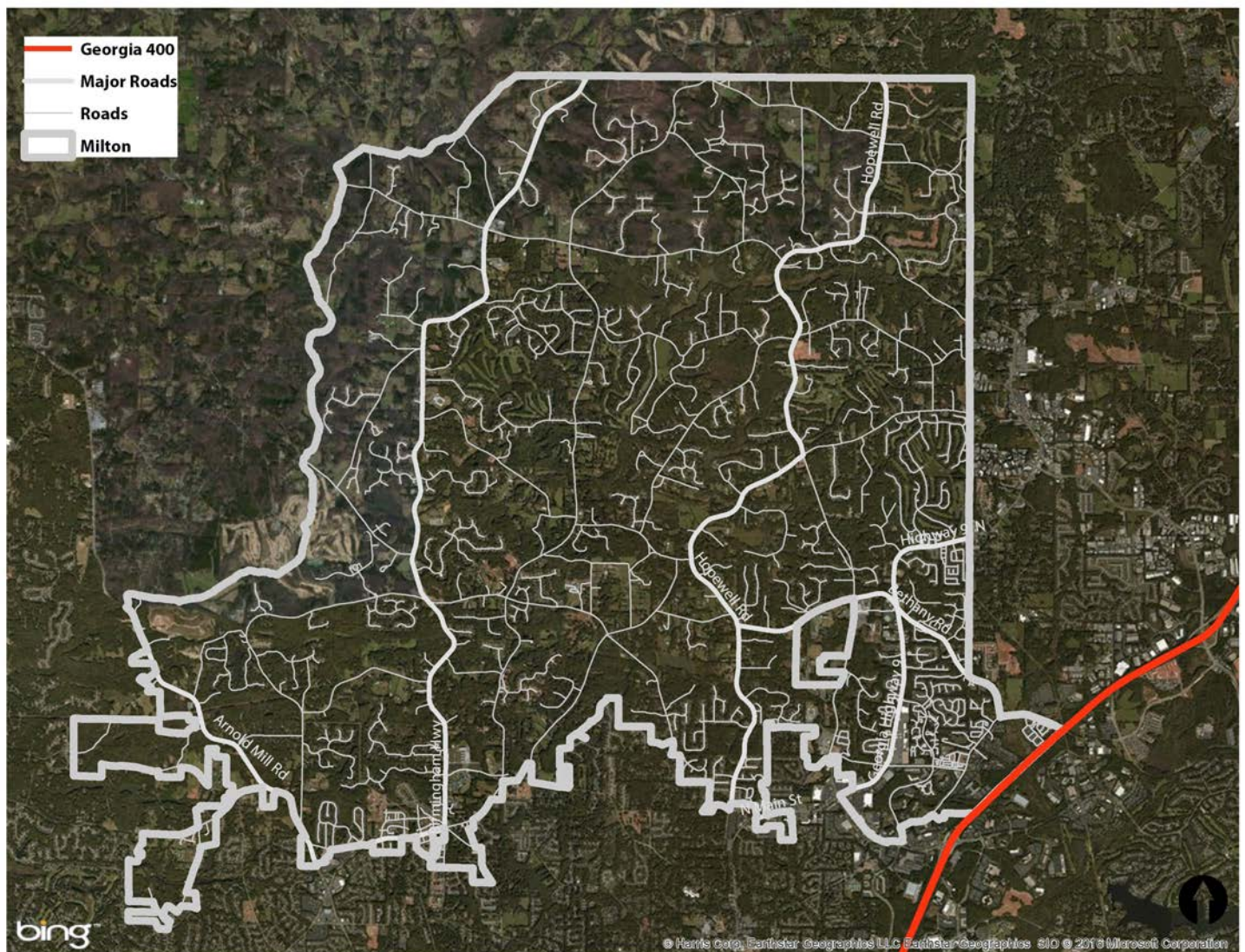
**Create a strong sense
of community and
place**

**Respect our heritage
while guiding our
future**

**Be the best place to
call home**



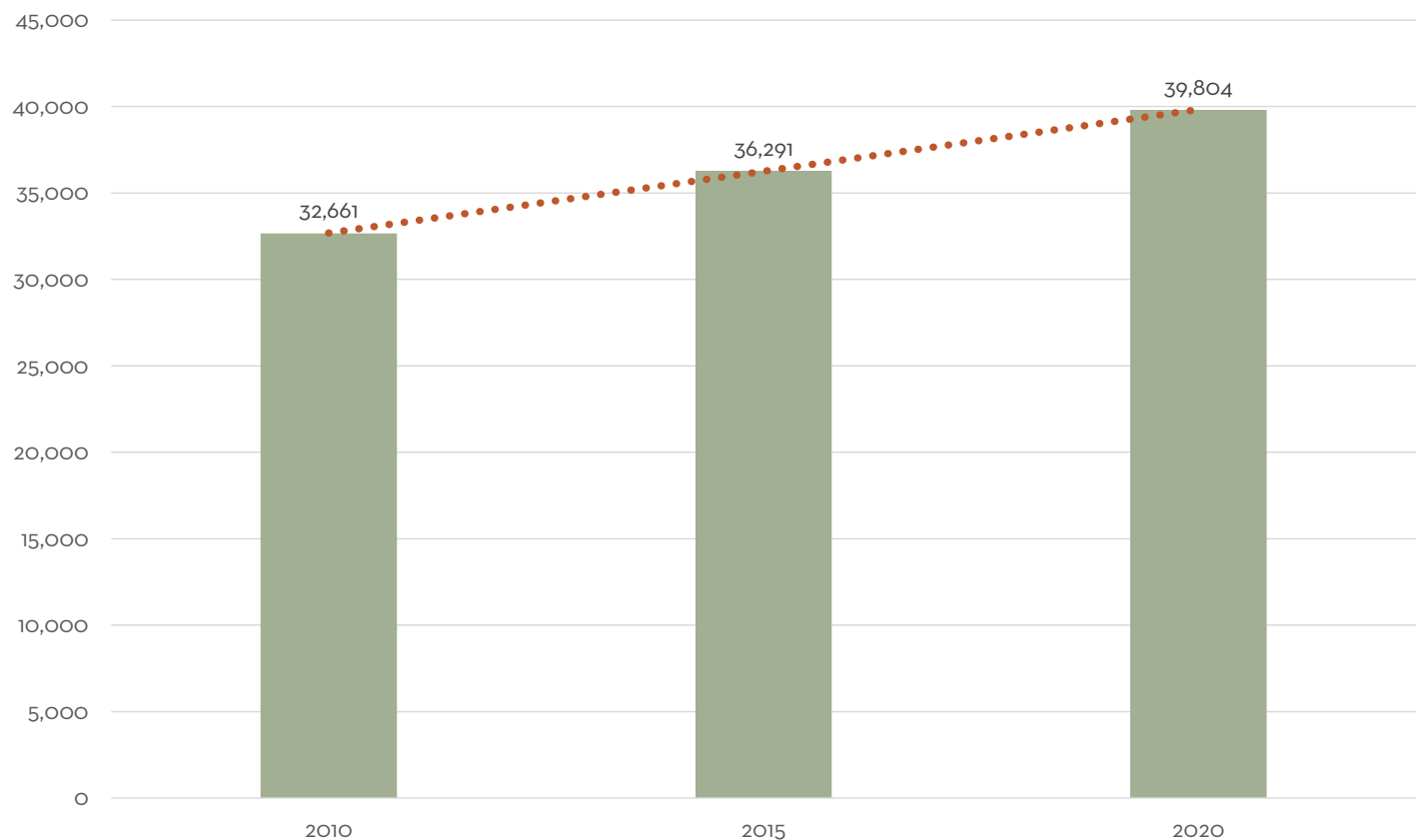
Data & Demographics



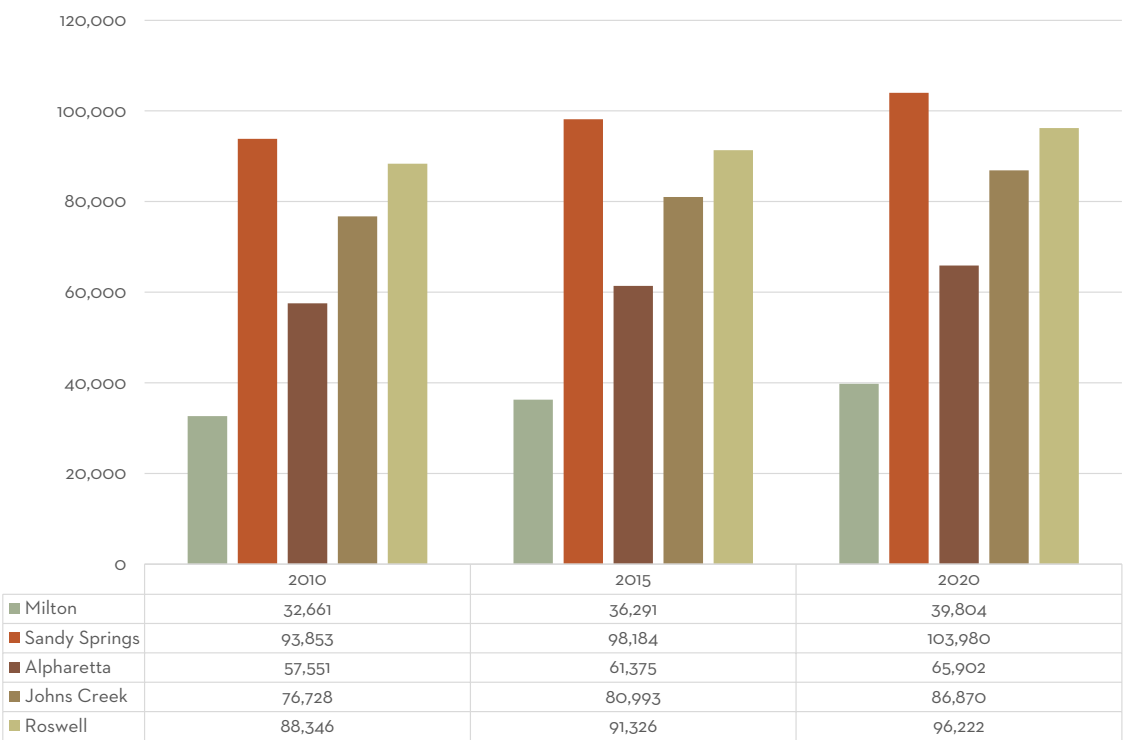
City of Milton, Fulton County, Georgia

Population

Milton Population



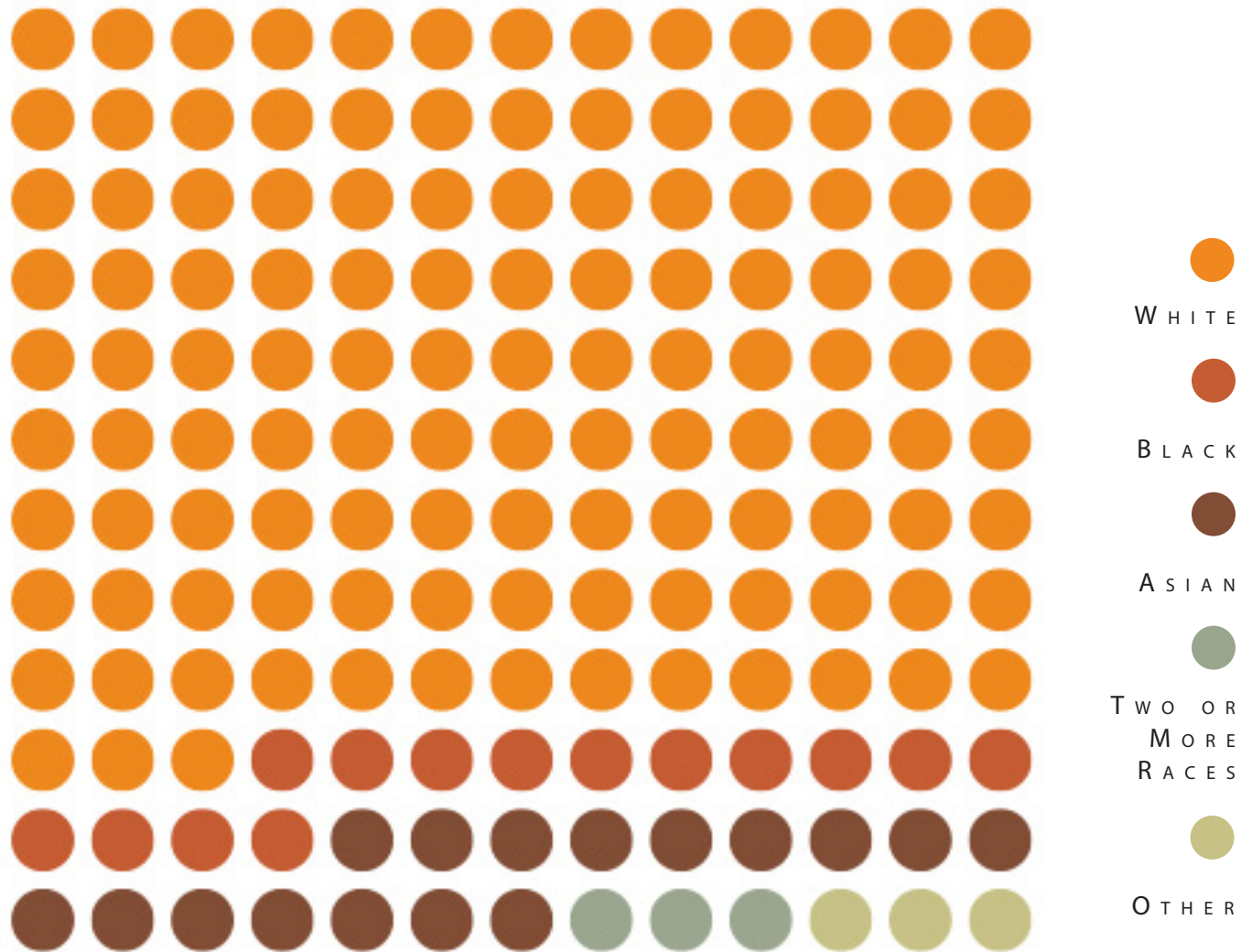
The city of Milton became a city on December 1, 2006. The first demographic data available for Milton comes from 2010, at which point the population was 32,661. According to ESRI Business Analyst Projections, the population is expected to continue to grow quickly, with an anticipated 22% growth between 2010 and 2020. The city’s Impact Fee Population Forecast anticipates they will reach “build out at a population around 61,580 residents.”



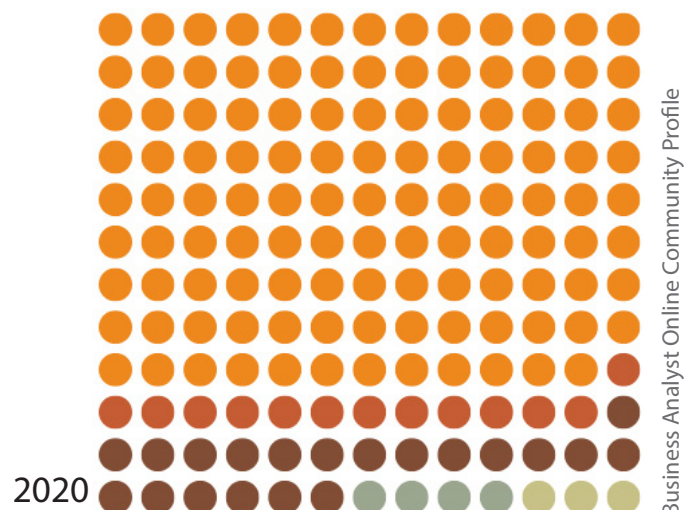
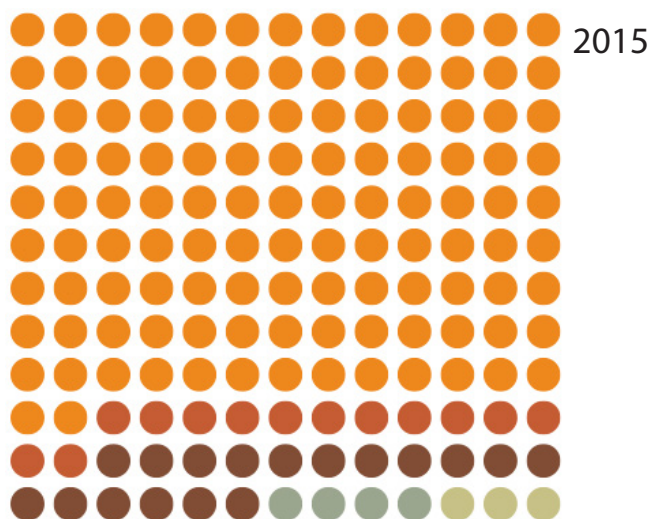
North Fulton

The chart to the left compares the population of Milton with other North Fulton cities. Milton’s population has been lower than its neighbors, and is predicted to continue to be lower, though it is projected to experience steady growth over the next five years.

Race



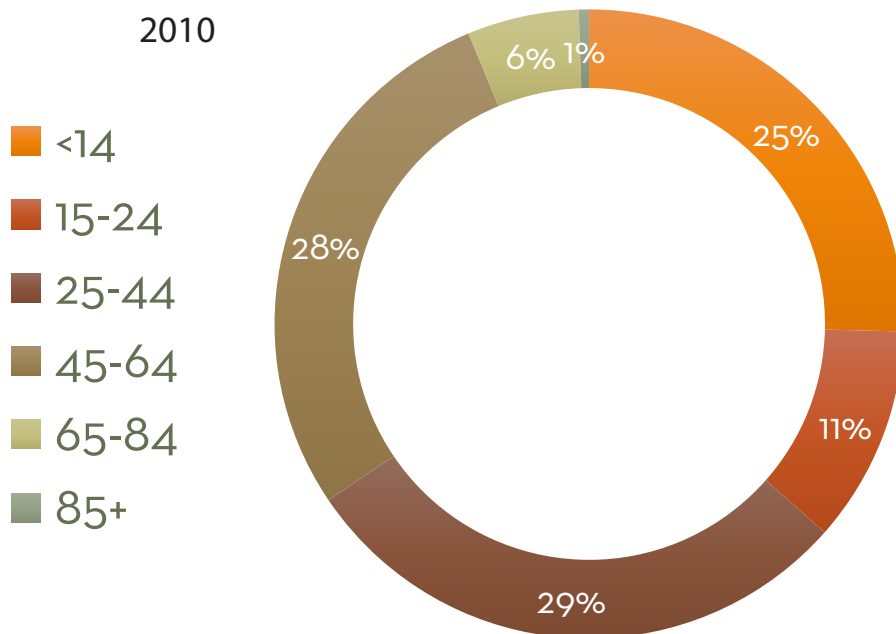
White residents make up 76.6% of the racial distribution in the City of Milton as of 2010. Black residents make up 9%, Asian residents are 10.4% of the population, and those of two or more races are 2.2% of the population. Residents of Hispanic origin of any race are 6.0% of the population.



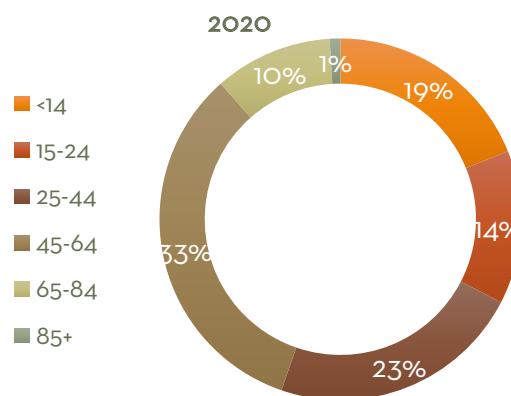
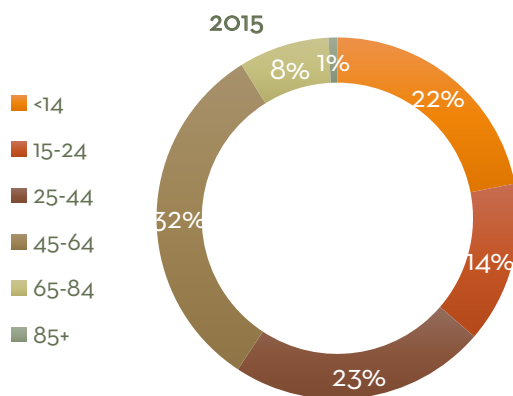
The proportion of White and Black residents is expected to decline, replaced by Asian residents, and those of two or more races. The proportion of those of Hispanic descent is also expected to decline from 6% in 2010 to about 5.7% in 2020.

Source: ESRI Business Analyst Online Community Profile

Age

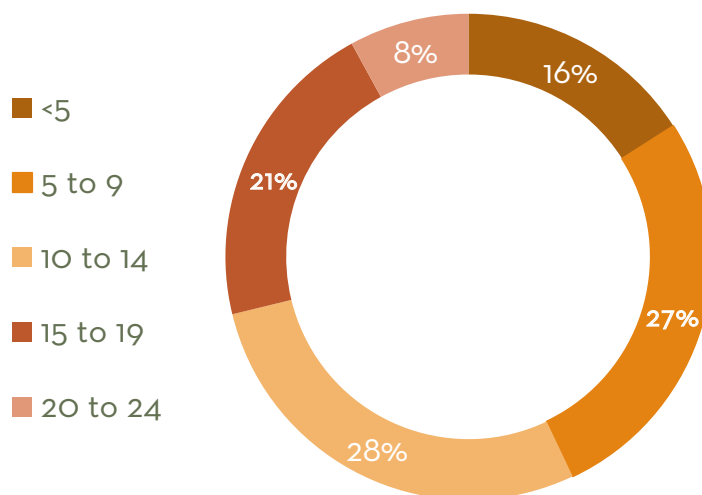


Young and middle aged adults (25-64) combine for 59% of the population. Milton has a high number of residents under the age of 14 for the region. Between 2010 and 2015, the population is expected to get older as a whole. The youngest age group of those under 14 and those aged 25-44 decrease in proportion of the total, while adults aged 45-84 gain 6% of the population. These trends are projected to continue into 2020.



School Age Population

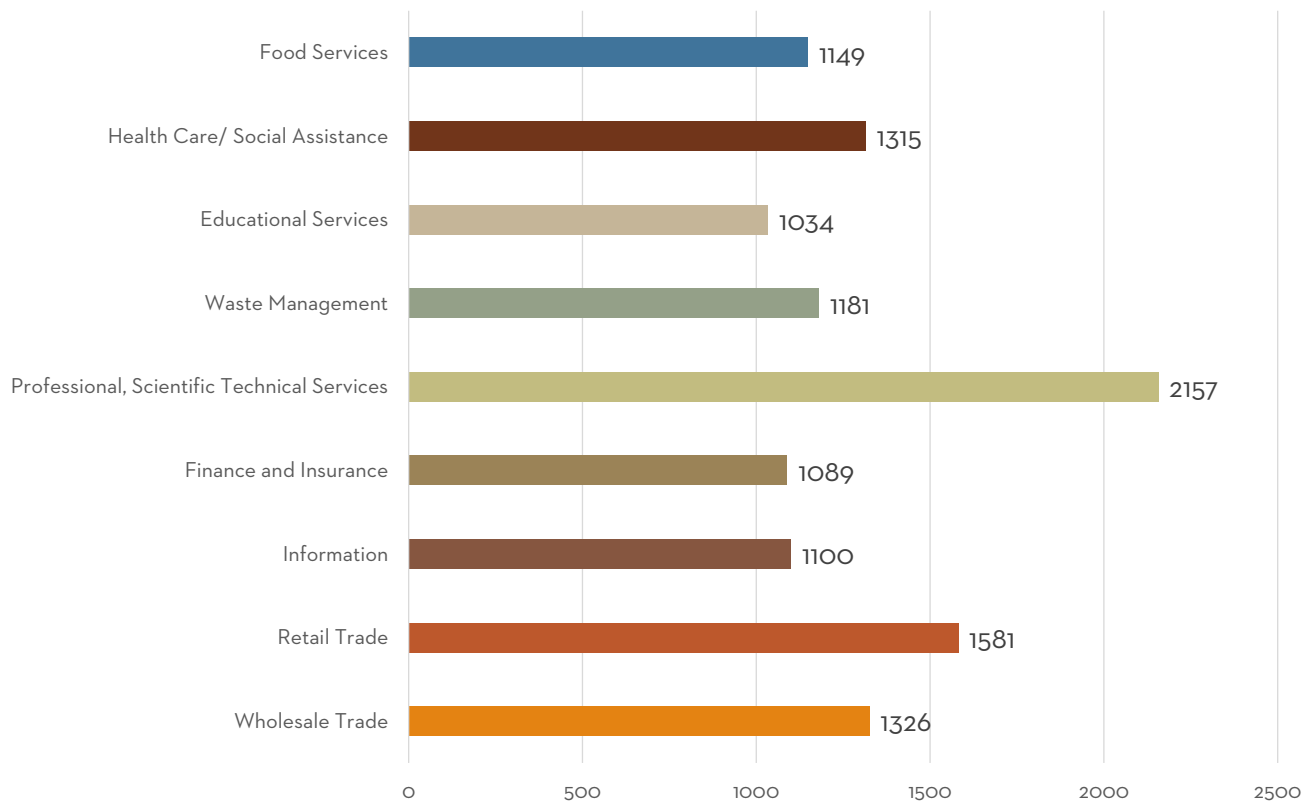
The impact of the public schools on the development patterns of the community has consistently been an issue raised during the Comprehensive Plan process. The breakdown of school-aged population is included here for planning purposes.



Employment

What Jobs do Milton Residents Do?

RESIDENT AREA CHARACTERISTICS



What jobs are available in Milton?

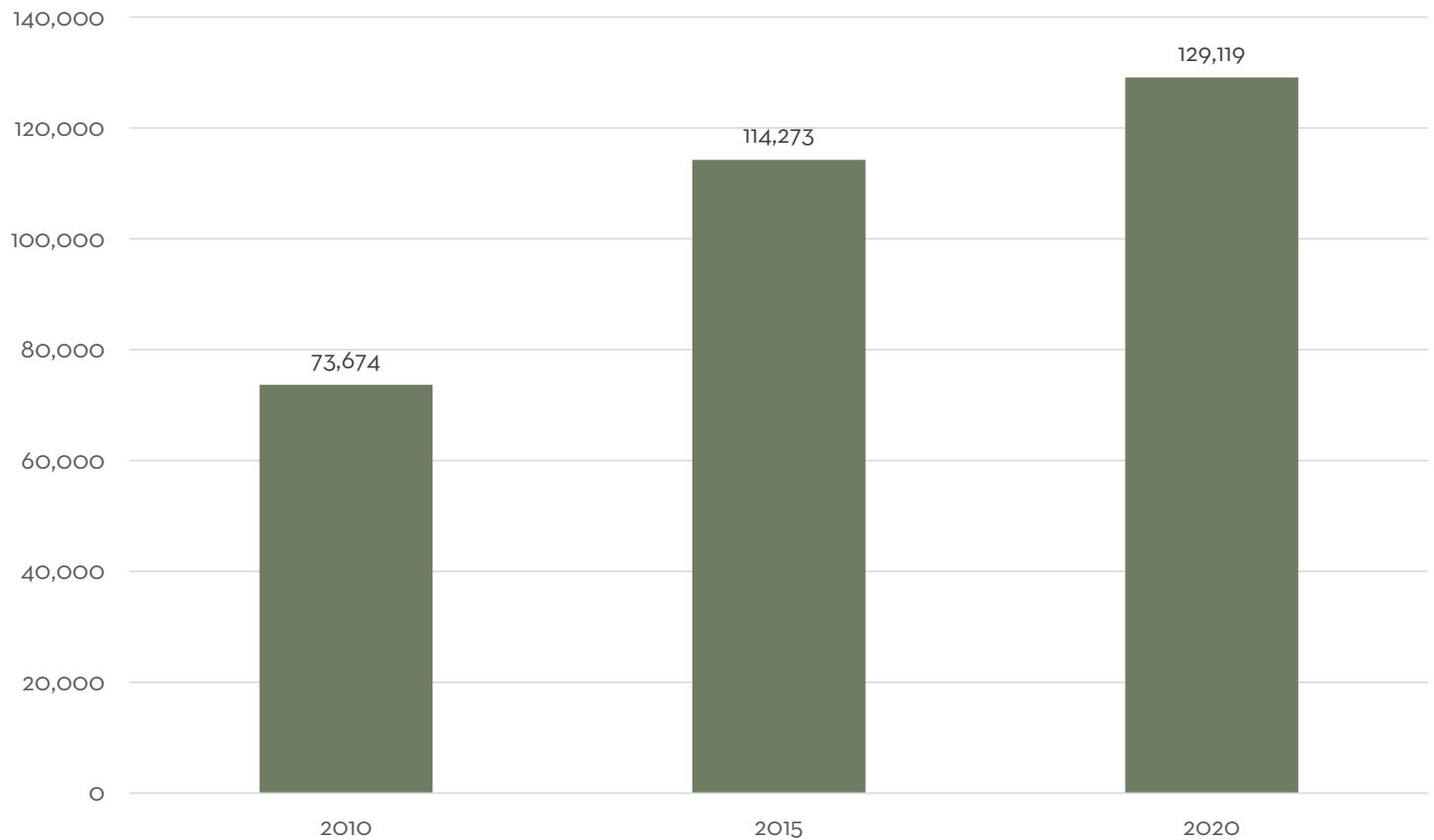
WORKPLACE AREA CHARACTERISTICS



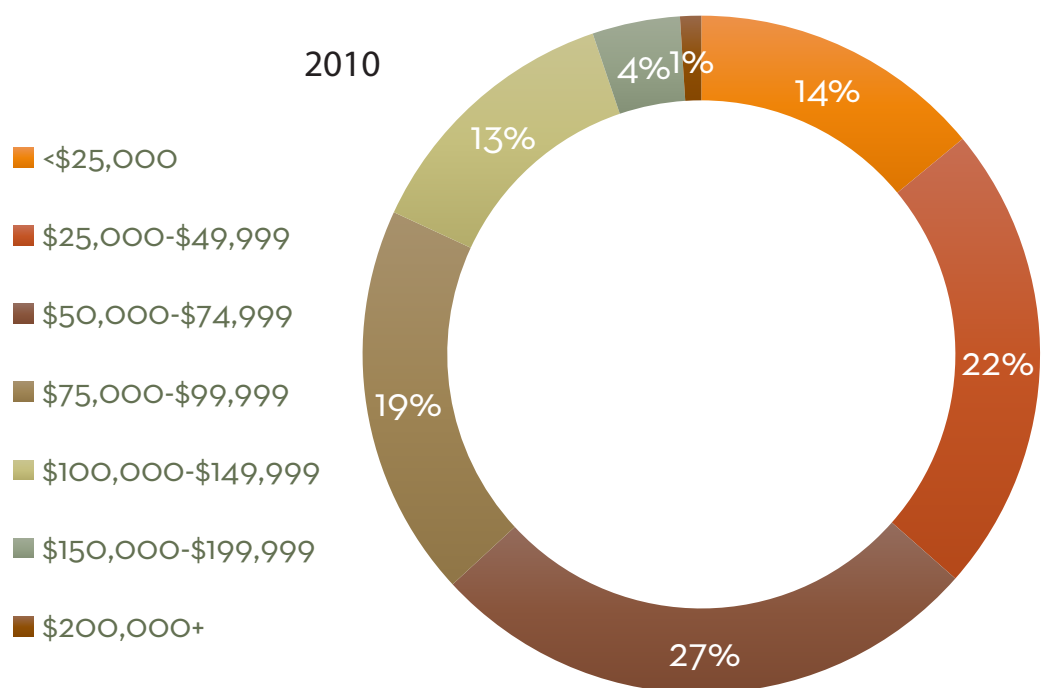
Source: US Census Bureau, Census on the Map Resident Area Profile Analysis

Income

Median Household Income

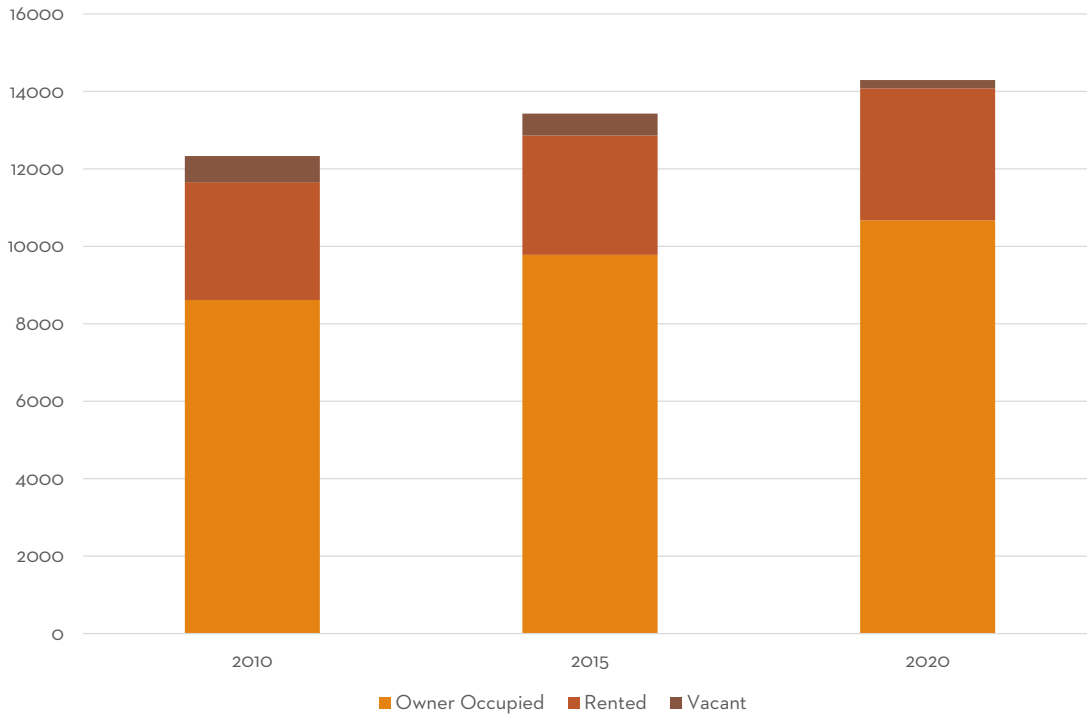


68% of households made between \$25,000 and \$100,000 in 2010.



Source: :2010 data- US Census American Fact Finder ACS 2010 Selected Economic Characteristics. 2015/2020 data- ESRI Business Analyst Demographic and income Profile

Housing Demand



Demand in housing is expected to increase, resulting in both an increase in the number of units and a decrease in the vacancy rate. The number of rented units is 24.7% of units in 2010, 22.9% in 2015, and 23.8% in 2020.

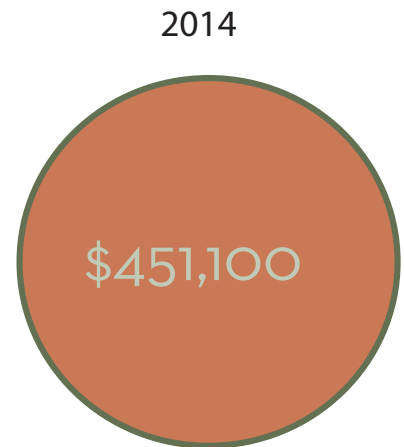
Housing Values



2014 Median Selected Monthly Owner Costs



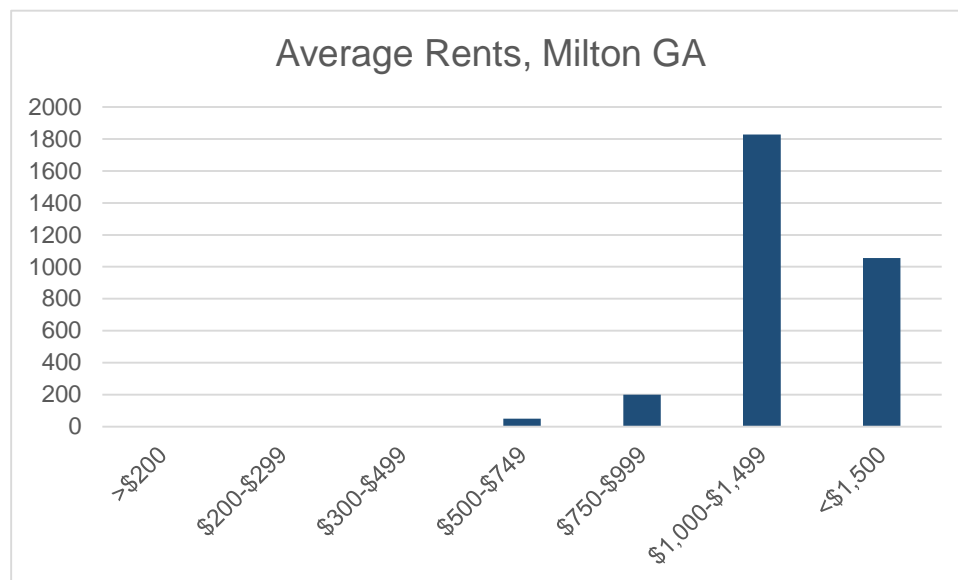
Median home values can be somewhat of a moving target depending on the source of information. According to the US Census American Fact Finder, home values have fluctuated around the mid-\$400,000 range. Some private data sources, such as Zillow, list the median a little higher around \$485,000.



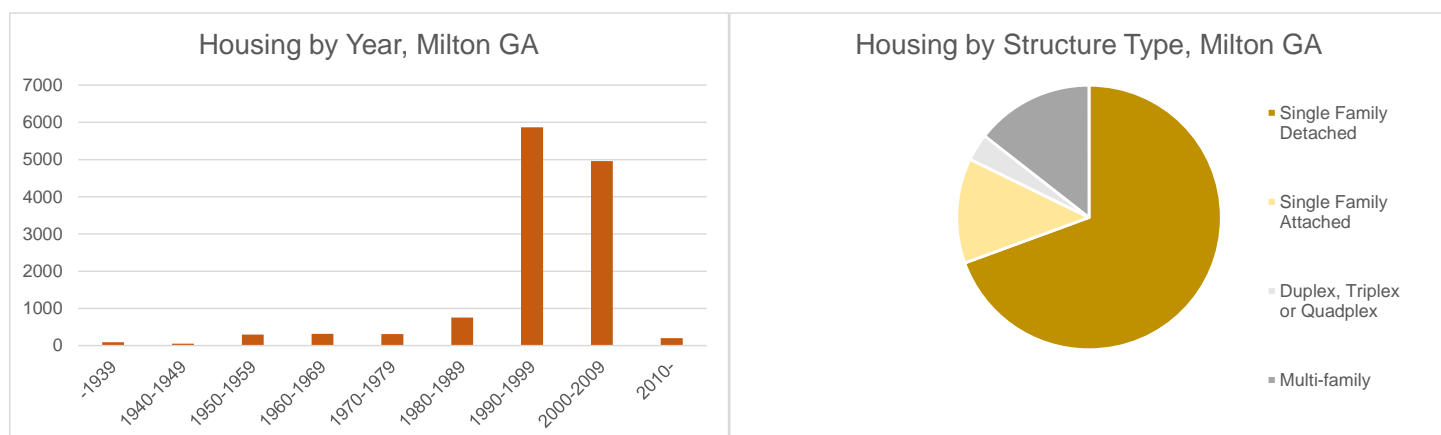
2014 Median Rent



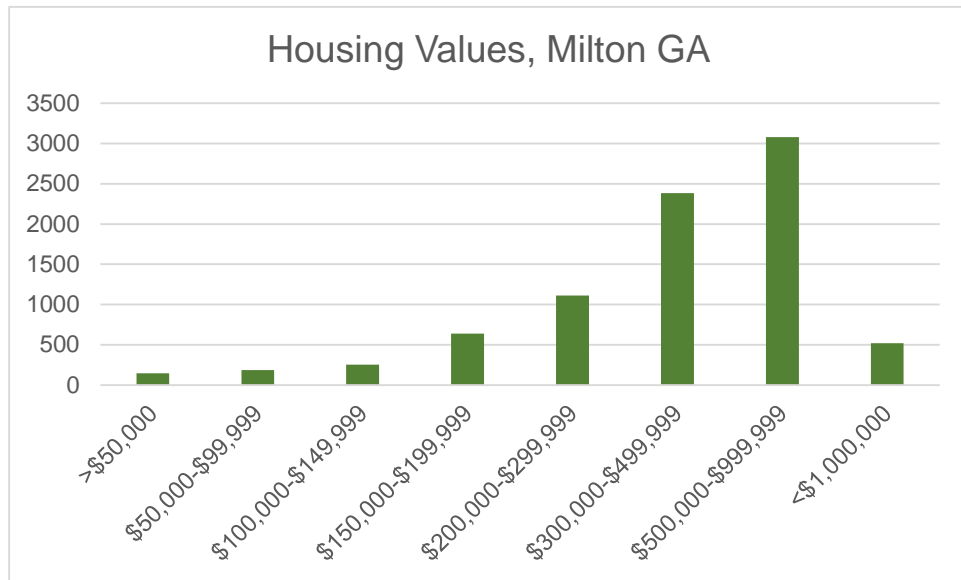
According to the American Community Survey 5-Year Estimate (2014), there are 12,853 housing units in Milton, with a vacancy rate of around 5%. The majority of vacant units are rental – less than 1% of owner occupied units are vacant. Of the rental units that are available in the city, rents still tend to be high with the majority of units in the city available for rents over \$1,000/ month.



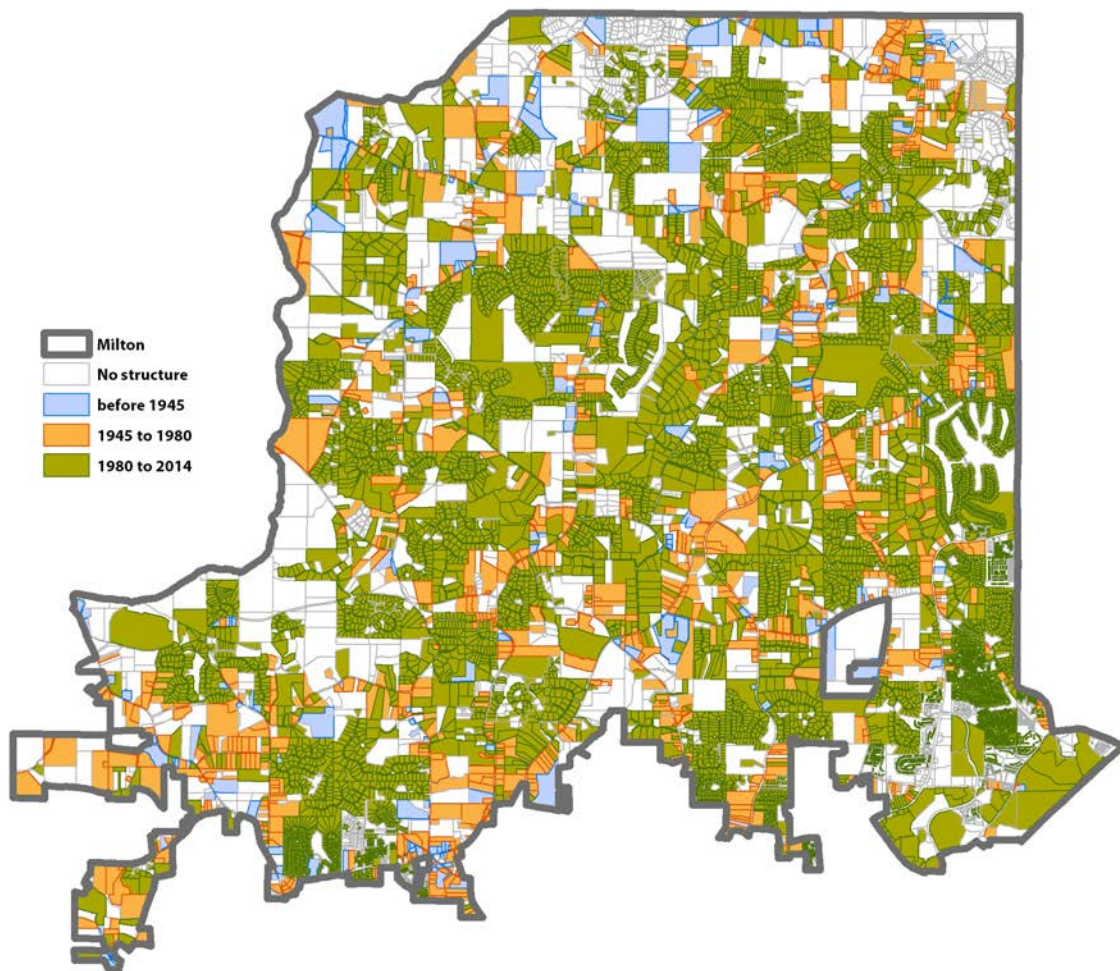
85% of Milton’s housing has been built since 1990. The map included here shows the development patterns in the city, depicted by year. This reinforces the ACS data that suggests that the vast majority of the housing stock in the city is fairly new. The majority of housing – almost 70% is single family detached dwellings. Around 15% of the city’s housing is a type of multi-family dwelling.



The average housing value in the city of Milton is around \$451,000. Compared with the average in Fulton County, which is \$237,600, this is almost double of the county as a whole. The relative newness of the housing stock, plus the high value of real estate combine to ensure the good condition of housing in the city.



Milton has limited water and sewer infrastructure, and there are no plans for expansion. The desire to preserve Milton's rural and low-density quality of life will need to be balanced with the increasing conversion of agricultural land to housing, and the impermanence that may result when the equestrian and agricultural community feels that they can no longer afford to continue operations in a rapidly suburbanizing area. Additionally, concerns have been expressed that many aging adults and "empty-nesters" choose to leave the community because they lack housing options.



Housing by Year, Milton GA

Community Vision

Comprehensive Plan Vision

Milton is a premier city where we strive to:

- Promote a high quality of life
- Create a strong sense of community and place
- Respect our heritage while guiding our future
 - Be the best place to call home

Comprehensive Plan Mission

We take responsibility together to provide the best quality of life to those we serve.

Through excellent service to our neighbors, we strengthen our cherished sense of community.

Community Input Opportunities

The Milton Comprehensive Plan Update process was guided by a Stakeholder Committee (CPAC) comprised of citizens, local business owners, elected officials, and Milton staff. CPAC met on multiple occasions, providing direction and feedback at key points in the process. There were additional opportunities for public participation at community meetings and local festivals, as well as regularly scheduled City Council meetings where the plan was discussed. Meetings were advertised through local media outlets and on the city's social media sites.

Monday November 2 Milton City Council Comp Plan Kick Off	Wednesday December 16 CPAC Meeting	Tuesday February 9 CPAC Meeting	Tuesday March 8 Public Meeting	Tuesday April 12 CPAC Meeting	Saturday April 23 Milton Earth Day Festival
Thursday May 12 Public Meeting	Tuesday June 14 CPAC Review & Comment Draft Plan	Monday July 18 Joint CPAC & City Council Review & Comment Draft Plan	Thursday July 21 CPAC Meeting	Monday August 8 CIE Work Session (Ross & Associates)	Monday August 15 Public Hearing & Transmittal CIE & Comp Plan
Monday October 17 : Milton City Council Meeting - Adoption of the Comprehensive Plan and CIE					

Other Plans and Programs

Concurrent with the Comprehensive Plan Update, the city was undertaking an update to the Comprehensive Transportation Plan (CTP), and their Capital Improvements Element (CIE). In addition to the CTP and CIE, there are numerous other plans and studies that support the Comprehensive Plan, and referenced herein. They are identified below.

- Crabapple LCI Form Code & Visioning Study
- Deerfield/ GA 9 LCI Form Based Code
- GA 9 Design Guidelines
- Hwy 9 North Visioning
- Arnold Mill Visioning Study
- Tree Inventory
- Parks and Recreation Plan
- Conservation Plan
- City Strategic Plan 2016-2020
- Impact Fee Assessment Report

Community Issues, Opportunities & Objectives

The community issues and opportunities are a snap shot of the community's concerns, and its perception of the strengths they possess and the challenges they face. The issues and opportunities included herein were generated in the initial Milton Comprehensive Plan. They were reviewed and updated by CPAC, and feedback from community members was used to generate the final list presented here. Priority Issues are those that were ranked highly by community members as still being a priority issue at the time of this update of the Comprehensive Plan. This list of issues and opportunities is used to provide direction toward crafting the policies and implementation goals for the city. The Objectives listed in this section are community policies that address the issues and opportunities identified by the community through the public review of the Comprehensive Plan Update.

Priorities

- Community residents have articulated a desire for more public greenspace and/ or active/ passive parkland.
- Unattractive commercial sprawl detracts from the community's appearance.
- Large tracts of land suitable for continued agricultural uses are being sold for residential development.
- The City lacks both indoor and outdoor community gathering spaces, including spaces for arts activities and performances.
- The City needs to proactively engage in regional/ multi-jurisdictional coordination and cooperation.
- The disappearance of rural scenery that threatens the character of the community and detracts from the community vision.
- The community lacks the necessary regulations to adequately protect our historic resources, and their loss jeopardizes our collective heritage.
- There is a lack of active/ passive recreation programs and recreational areas for the community.
- Traffic congestion is a persistent problem within the community.
- The city lacks a network of sidewalks, bike lanes, pedestrian and bridle paths, and trails that would enhance transportation choices.
- Adequate funding is needed to implement road improvements.

Overall

Overall issues and opportunities were derived from the consistent concerns that have been reiterated throughout the Comprehensive Plan process. These include an emphasis on community aesthetics, the need for more parks and greenspace, the need to enhance community connectivity, and the importance of accessibility and universal design to benefit citizens of all abilities.

Issues

- Community residents have articulated a desire for more public greenspace and/ or active/ passive parkland.
- Unattractive commercial sprawl detracts from the community's appearance.
- Current development patterns do not reflect a comprehensive awareness of accessibility and universal design concepts.

Opportunities

- The city currently has acquired land that can be developed into public greenspace and active and passive parkland, and there are additional opportunities for the further acquisition of land for similar purposes.
- The development and implementation of commercial design standards for each Character Area will enhance community aesthetics.
- New residential development, within certain Character Areas such as Crabapple or Deerfield, should be connected to existing neighborhoods and commercial service areas.
- The development and implementation of rural design standards within appropriate Character Areas will enhance community aesthetics.

Development Patterns and Land Use

Development within Milton boomed through much of the 1990s and into the early 2000s while the city was still a part of unincorporated Fulton County. This is a timeframe that coincides with the rising awareness of many of the negative impacts of sprawling commercial and residential land use patterns. The issues and opportunities identified for Development Patterns/ Land Use emphasize the importance of limiting sprawl and preserving the unique rural character of much of the city. Community preference has been articulated for Master Plans tied to existing and potential development; rigorous aesthetic design controls; specific geographic boundaries and specified densities to prevent sprawl; and the protection of open space, woodlands, specimen trees, stream buffers, steep slopes, the night sky, agricultural land, and other environmentally sensitive areas.

Issues

- Unattractive sprawl development has led to visual clutter along roadways that can distract drivers and detract from the community's appearance.
- Lack of design standards have led to subdivision entrances that are not in keeping with the rural character of the area.
- Sprawl development threatens the indistinct boundary between town and countryside.
- There is widespread opposition to typical high-density development patterns.
- Large tracts of land suitable for continued agricultural uses are being sold for residential development.
- New development threatens to encroach upon areas that may not be suited for development.

Opportunities

- Milton has preserved a unique patterns of equestrian-oriented development as well as open/green space and woodlands that should be enhanced and promoted.
- Plentiful scenic areas, pastoral areas, and woodlands are the hallmark of community character and should be preserved.
- Proactive stewardship of the community's extensive greenspace and woodlands can be an asset for current and future generations.
- Emphasis on the redevelopment of existing areas can preserve and enhance the community's greenspace and sense of place.
- Policies and regulations should maintain and promote the rural character of the city, including the preservation of "open road" neighborhoods¹, and locating new residential development in areas contiguous to existing neighborhoods.
- Preserve the gravel roads in Milton – along with the larger lots (minimum 3 acres) required on gravel roads – as a part of the special character of Milton, as well as including this asset as a part of the transportation and recreation plans for the city.
- Support the use of Transfer of Development Rights as a tool to encourage redevelopment and infill development within targeted areas while effectively limiting sprawl and protecting the rural areas.

Objectives

Objective 1: We will encourage development that is sensitive to the overall setting of the community and will contribute to our community's character and sense of place.

Strategy: Obtain broad support for the Comprehensive Plan from community leaders and the public through education initiatives and consensus-building meetings.

Strategy: Encourage the maintenance of equestrian and agricultural areas with large tracts of land in order to maintain this important aspect of the community.

¹ Open Road Neighborhood: residential homes/ neighborhoods located along public open two-lane country roads; which contrasts with conventional subdivision neighborhoods where the homes are situated off the main thorough-fare along a web of internal streets that do not allow through traffic and sometimes are private.

Strategy: Protect natural areas, viewsheds, floodplains, wetlands, tree canopy, heritage and specimen trees through strict adherence to codes during site preparation and construction, and avoidance of clear-cutting.

Strategy: Encourage land uses which integrate the rivers and streams and environmental aesthetics into their planning and design.

Strategy: Protect the dark night sky, especially in lower density residential, conservation and natural areas of the city.

Strategy: Work with utility companies to protect city assets.

Objective 2: We will encourage development of a balanced network of commercial activity centers that are vibrant areas of the community which, 1) improve overall attractiveness and local quality of life 2) meet the service needs of our citizens and 3) avoid unattractive and inefficient sprawling strip development.

Strategy: Emphasize the development of barrier free, smaller, pedestrian-oriented streets, shops and parking in the denser areas of the city to support existing structures and appropriate commercial uses.

Strategy: Encourage compact, mixed use development in the Crabapple Crossroads Area as reflected in the Crabapple Crossroads Master Plan; the Birmingham Crossroads Area as reflected in the Birmingham Crossroads Master Plan; and along Hwy 9 and Arnold Mill Road pursuant to their recommended Master Plans.

Strategy: Develop master plans that include Access Management Studies along the roadways within the study areas.

Strategy: Limit inefficient sprawling development by using Transfer of Development Rights to define the geographic limits of receiving areas.

Strategy: Provide safe accessible crossings for persons who have specific needs.

Objective 3: We want development whose design, landscaping, lighting, signage and scale add value to our community.

Strategy: Create more specific detailed design guidelines for Arnold Mill Road (SR 140), and other specific areas around of the City; support existing design guidelines for Crabapple, Deerfield and Birmingham Crossroads.

Strategy: Develop context sensitive standards for protecting and enhancing rural viewsheds in the City.

Strategy: Develop context sensitive residential development standards for entrances and right-of-way amenities for residential subdivision developments.

Objective 4: We will create gateways to establish a “sense of place” for our community.

Strategy: Create consistent images (including the equestrian logo) to help “brand” Milton as a unique and desirable community on street signs, public buildings and public vehicles. Incorporate branding images into City documents, special event signage, and gateways to the City.

Strategy: Identify prospective sites for unique public signs at the major gateways to the City and acquire rights to place substantial gateway signs that convey pride and sense of place.

Strategy: Identify specific design standards for public gateway investments (i.e. signage, landscape, hardscape, sidewalks, lighting, street furnishings).

Objective 5: We will encourage mixed-used developments, where appropriate, that are human-scale, less auto-oriented and include neighborhoods that are walkable, bicycle and wheelchair friendly in Master Planned Areas as identified on the Future Community map.

Strategy: Coordinate infrastructure design where appropriate to provide barrier-free, safe, walkable connections between activity centers, institutions, and residential neighborhoods.

Strategy: Encourage developers to incorporate appropriate amenities such as sidewalks or pathways, shallow front yard setbacks, porches, streetlights, street furnishings, and small green space sites in grid-style Traditional Neighborhood Development (TND) patterns close to existing transportation and community facility infrastructure.

Strategy: Provide local street and/ or pedestrian connections between existing and new subdivisions in addition to access from primary streets.

Objective 6: We will be willing to assess land planning and development concepts that may be new to our area, but have been tried successfully in other places.

Strategy: Implement Transfer of Development Rights as a method to protect the low-density, rural and agricultural areas of the city as well as encourage redevelopment and infill development within the targeted development areas of the City.

Strategy: Consider adopting policies and standards related to “Universal Design” and/ or “Visitable Homes”² concepts.

Strategy: Implement context sensitive and form based zoning.

Objective 7: We support appropriate residential and non-residential infill development and redevelopment in ways that complement surrounding areas.

Strategy: Support infill development that meets appropriate design standards on local streets within the city.

²“Universal Design” is a planning idea, meant to produce buildings, products and environments that are inherently accessible to both the able bodied and the physically disabled. “Visitable Homes” is a type of universal design that refers to a home that is designed to accommodate families and visitors, regardless of age, size, or physical ability by providing easy access, easy passage and easy use for everyone. More information about these concepts is provided in the Glossary of Terms found in the Appendix of this document.

Community Facilities and Services

The City faces unique challenges and prospects to maintaining its identity. Issues and opportunities for Community Facilities and Services focus on the broad themes of community spaces, community character, and sense of place. The city can concentrate its efforts on preserving the high quality of existing development and enhancements that will improve community aesthetics.

Issues

- Milton needs to better define its community character – including areas around municipal boundaries and gateways – to foster a sense of place so visitors know they have arrived to a unique community.
- The City lacks both indoor and outdoor community gathering spaces, including spaces for arts activities and performances.

Opportunities

- Currently there are virtually no areas of decline due to the relative newness of development in Milton. Policies and regulations can promote high development standards to prevent the decline of existing development.
- The City should support the build out of Birmingham Crossroads consistent with its adopted plan as the village activity center that anchor the Birmingham Character Area; and support the continued build out of Crabapple Crossroads as would be recommended per a revised Crabapple plan as the downtown for the City.
- The redevelopment of the Highway 9 Corridor consistent with an adopted set of community design guidelines would enhance the character and sense of place in the Deerfield character area.
- Implementing a community branding campaign – including standards for the design and placement of signage – can foster a visual aesthetic and sense of place within the City.

Objectives

Objective 1: We will incorporate sustainable policies and practices in projects undertaken and services offered by the City of Milton.

Strategy: Design government buildings and projects including parkland, transportation projects, etc. to meet “Green” certification standards. Encourage these standards for private development.

Strategy: Work with environmental stakeholders to advise on environmentally responsible policies and practices through Milton.

Strategy: Consider the development of bicycle and pedestrian transportation modes to provide barrier free alternative travel opportunities for short trips.

Objective 2: We will explore opportunities for multiple transportation alternatives.

Strategy: Implement the recommendations of the Milton Transportation Plan and Milton Trails Plan.

Strategy: Consider the development of bicycle and pedestrian transportation modes to provide barrier free alternative travel opportunities for short trips.

Objective 3: We will invest in parks and open space to enhance the quality of life for our citizens.

Strategy: Develop and implement Master Plans for Birmingham Park and Providence Park, ensuring that multiple needs of multiple users are met (i.e. children, youth, adults, seniors, individuals with disabilities, etc) with a sensitivity towards the unique characteristics of the area in which the park is being developed and the land itself.

Strategy: Ensure parks and parkland are developed with the city’s mission and vision statements in mind, including the protection of the rural characteristics of Milton as well as “green” practices and development standards.

Strategy: Identify and protect other areas that serve as parks or parklands to the city's residents, such as pocket parks, equestrian areas, greenways, and other recreational lands.

Strategy: Work with Fulton County to provide community parks, regional parks, and large active and passive recreation facilities, including consideration of barrier free access to all amenities, to serve City residents and visitors.

Strategy: Encourage parks and other green spaces to be protected in perpetuity through appropriate legal mechanisms.

Strategy: Ensure that the City of Milton Comprehensive Parks and Recreation Master Plan is updated regularly to remain current and relevant to the needs of the citizens of Milton.

Objective 4: We will seek opportunities to provide pleasant, accessible, public gathering places and parks throughout the community.

Strategy: Develop community gathering spaces and pocket parks in village and neighborhood centers to serve as meeting places and destinations.

Strategy: Establish appropriate requirements for new development to set-aside specific amounts of land for greenspace or meeting acceptable alternative requirements to provide for future needs for greenspace.

Strategy: Ensure public gathering spaces have barrier-free, ADA compliant amenities.

Objective 5: We will support the city in the acquisition of new greenspace opportunities to meet the needs of the citizens of Milton.

Strategy: Preserve greenspace and open space using bond revenues for the acquisition of general areas of green or open space including pastures, horse farms, wooded areas, larger tracts of undeveloped land, and open space between new or existing subdivisions. This can include protecting natural resources from development - especially wooded and tree areas with a special concentration on preserving as many trees as possible; protecting wildlife habitat and corridors from development by preserving areas in their natural state that are home to wildlife, including identifying and preserving wildlife corridors; and protecting water and watersheds from development by protecting areas with water, rivers, ponds, lakes, creeks, streams, stream buffer areas and watersheds.

Strategy: Preserve rural views and rural character using bond revenues for the purpose of protecting or conserving the rural views along roadways; protecting or conserving the rural feel, look, setting and character of Milton; protecting historic resources; and protecting agricultural uses of land including farms, horse farms, etc.

Strategy: Preserve trails and parks using bond revenues for the acquisition of trails and parks in establishing new trails and connecting existing trails based on the Milton Trail Plan; establishing trails for walking, biking, and horse riding, either through separate or combined use trails depending on location, need and the Trail Plan; establishing trails that connect parks, schools and commercial centers, including connections to greenways; and establishing parks, including passive, and or mostly unimproved or "natural state" parkland with the possibility of creating trails and minimal improvements to provide public access. These could include pocket parks or larger tract parks.

Objective 6: We will work with the Fulton County Public Schools to encourage school location decisions that support overall growth and development plans of the community.

Strategy: Encourage the Fulton County Public Schools to improve access and egress into existing school properties to minimize traffic disruption and congestion.

Strategy: Encourage Fulton County Public Schools to locate future facilities that are consistent with the Milton Future Land Use Plan.

Strategy: Encourage Fulton County Public Schools to design new schools consistent with the design standards unique to Milton including site planning, building design, the utilization of green standards, access/ egress, parking configuration, tree preservation/ replacement review, appropriate buffers and the integration of trailways where possible.

Strategy: Work with Fulton County Public Schools to identify opportunities to use recreational fields during periods when the schools are not using the facilities.

Objective 7: We will seek ways for new growth to pay for public infrastructure and services to support the development to the maximum extent possible.

Strategy: Work with private developers to encourage the development of public infrastructure by building connections to existing infrastructure and new development sites.

Strategy: Implement an impact fee ordinance and use impact fees for specific improvements allowed by State law.

Strategy: Actively pursue partnerships and grant opportunities to facilitate infrastructure expansion and enhance community services.

Objective 8: We will use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.

Strategy: Encourage the balanced development of Crabapple, Deerfield, Birmingham Crossroads, Hwy 9 and Arnold Mill that is 1) consistent with land use policies and adopted overlays or master plans for the areas, and 2) concurrent with needed infrastructure improvements.

Strategy: Encourage the stated development of character areas concurrent with the growth of service infrastructure as a method of maintaining sustainability.

Strategy: Establish and protect defined development boundaries and sustainable density levels as defined specifically by the Master Plan for that given area to identify and maintain appropriate edges between areas with planned infrastructure and adjacent areas.

Objective 9: We will promote enhanced initiatives for solid waste reduction and recycling.

Strategy: Coordinate solid waste management with Fulton County and other cities in the County.

Strategy: Reduce the volume of waste entering the solid waste disposal system by sponsoring recycling education, and provide opportunities and incentives to sort plastics, paper, glass, metals and other materials.

Strategy: Require private waste management contractors to provide curbside recycling options. Encourage and educate recycling throughout the city including the integration of development standards that create a recycling pick up location and commercial and non-commercial sites.

Strategy: Consider the long term alternatives to use of landfills.

Housing

The relative newness of development and the limited infrastructure in the city of Milton have resulted in property values and housing stock that tends toward the higher end. The needs of land-extensive agricultural uses, such as equestrian estates, also impact housing, land values and development patterns. There are higher density residential options within the city that include townhomes and single family homes on small lots. However, the perceptions of a lack of housing diversity underscore the need for more study and analysis of the existing housing stock before any significant changes are made to current zoning policies or land use patterns. Additionally, diversity should not just focus on smaller-lot, higher density development but also consider preserving choices for individuals who need large acreages for land extensive agricultural and recreational uses, as well as lifestyle choices.

Issues

- Current development patterns include limited development of housing in proximity to employment centers.
- Current development patterns do not consider senior housing and its location relative to senior services.

Opportunities

- Undertaking a comprehensive inventory of current housing stock would enable better planning and preparation for future growth and development patterns.
- Based on a comprehensive inventory of current housing stock, identify ways to create greater diversity in housing options within the city.
- Identify opportunities to create housing and employment centers within the city to mitigate the need to commute outside the city for employment.
- Identify opportunities to create senior housing in a lifelong community setting that places senior housing and senior services in close proximity.

Objectives

Objective 1: We will accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs within the City.

Strategy: Encourage a mix of housing types, densities and amenities appropriate for the development patterns of each character area to accommodate a mix of income and family needs.

Strategy: Develop accessibility guidelines and policies for ADA accessible homes concept to accommodate full participation in housing choice by people with disabilities.

Strategy: Promote policies that protect the existing low density, rural residential housing throughout the Birmingham, Central Milton, Arnold Mill, And Sweet Apple Character Areas of the City.

Strategy: Promote policies that provide more housing choices, including apartments, town homes, condominiums and single family homes with smaller footprints on smaller lots in the Deerfield Character Area.

Objective 2: We will encourage development of housing opportunities that enable residents to have easier access to commercial services and employment opportunities.

Strategy: Increase and expand mobility in neighborhoods with more barrier free bicycle, wheelchair and pedestrian options.

Strategy: Construct more sidewalks or alternative pathways that connect homes to work and shopping facilities as well as parks/ gravel roads and institutional uses, as appropriate.

Strategy: Integrate housing, transportation and land use plans to improve mobility to and from jobs and other primary destinations.

Objective 3: We will encourage housing policies, choices and patterns that increase opportunities for people to move into affordable owner-occupied housing.

Strategy: Identify opportunities for infill residential development in existing neighborhoods.

Strategy: Assess community housing stock to accurately determine the current mix of residential uses and identify areas of need.

Intergovernmental Coordination

Multi-jurisdictional coordination provides partnership opportunities that more efficiently allocate public resources to accomplish the programs of the Comprehensive Plan. As a city, Milton has the opportunity to engage with the adjacent cities in Fulton County, but also has the benefit of working with established departments within Fulton County and regional and state entities that facilitate economic development, environmental monitoring, and infrastructure improvements.

Issues

- The City needs to proactively engage in regional/ multi-jurisdictional coordination and cooperation.
- Local officials and/ or neighborhoods are resistant to new or innovative development ideas.

Opportunities

- The City should work with adjacent jurisdictions to adopt consistent design standards for new development that will promote community aesthetics and sustainability.
- There is potential to form partnerships with adjacent jurisdictions in pursuit of LCI/ CID funds for Hwy 9 (SR 9), Windward Parkway, Crabapple and Arnold Mill Road (SR 140).
- The City of Milton can help educate and leverage its unique characteristics for the benefit of the region and our citizens.
- The City should coordinate with Forsyth County, Cherokee County, as well as Alpharetta and Roswell to ensure proper cross jurisdictional planning occurs and potential conflicts are resolved.
- The North Fulton Comprehensive Transportation Plan (NFCTP) was developed through coordination and cooperation of the cities of North Fulton County. This success should be leveraged for future transportation investments that benefit all North Fulton cities.

Objectives

Objective 1: We will proactively identify opportunities to share facilities and services with neighboring jurisdictions when they would be mutually beneficial.

Objective 2: We will initiate efforts to work with neighboring jurisdictions to develop shared solutions for regional issues (such as growth management, watershed protection, transportation solutions, etc.)

Objective 3: We will initiate efforts with neighboring jurisdictions to pursue joint processes for collaborative planning and decision-making.

Objective 4: We will consult with Fulton County and other public entities in our area when making decisions that are likely to impact them.

Objective 5: We will provide input to Fulton County and other public entities in our area when they are making decisions that are likely to have an impact on our community or our plans for future development.

Objective 6: We will engage in cooperative planning between the City of Milton, Fulton County, and Fulton County Public Schools in regard to the appropriate location and use of schools as community facilities, as well as needed transportation improvements to accommodate traffic to, from and around schools and improve opportunities for walking, biking, and other forms of alternative transport for individuals of all abilities.

Natural and Cultural Resources

The City of Milton contains numerous examples of locally significant historic resources as well as environmentally sensitive areas, including lakes, streams, floodplains, and wetlands. In addition to those natural resources protected by state and local legislation, citizens have identified preservation of tree canopy and wildlife habitat as important priorities. All of these elements contribute to the rural character and rural lifestyle that plays a central role in community identity.

Issues

- The disappearance of rural scenery that threatens the character of the community and detracts from the community vision.
- The community lacks the necessary regulations to adequately protect our historic resources, and their loss jeopardizes our collective heritage.
- Loss of tree canopy and specimen trees detracts from community aesthetics, threatens environmentally sensitive areas, and exacerbates heat-island effects experienced throughout the metropolitan area.
- The effects of environmental pollution and contaminated properties compromise public health and welfare and should be mitigated.
- There is a lack of active/ passive recreation programs and recreational areas for the community.

Opportunities

- Development of Birmingham Park according to a master plan with sensitivity to the vision of Milton's citizen expectations would provide active/ passive recreation and greenspace amenities for the city.
- Development of Providence Park could create opportunities for active and passive recreation for citizens of all ages, lifestyles and abilities.
- Give priority to the protection of environmentally sensitive areas with further compliance with state and federal environmental regulations and avoid detrimental actions to our natural ecosystem and costly fines and/ or penalties for lack of compliance.
- The development of pocket parks in areas that are already established would enhance the community's greenspace and provide recreational opportunities for its citizens.
- Continue to mitigate the loss of tree canopy and promote the protection of specimen trees and other urban forest resources.
- Implement Transfer of Development Rights as a tool to preserve open space.
- Revise the City's Tree Preservation Ordinance.

Objectives

Objective 1: We will encourage the preservation of natural resources areas and preserve contiguous green open spaces development of land in appropriate designated areas as development occurs.

Strategy: Maintain density neutral development practices through innovative land development techniques, such as Transfer of Development Rights.

Strategy: Acquire conservation easements for the protection of environmental sensitive land.

Strategy: Promote low impact site development that encourages maintaining the natural topography and existing vegetation on a site when feasible, and in some cases when required.

Strategy: Encourage projects that project and/ or integrate the preservation of natural areas, stream corridors, and green space as amenities and required development.

Objective 2: We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas, agricultural lands, and valuable historic, archaeological or cultural resources from encroachment.

Strategy: Cross check proposed development sites with inventories of existing natural, historic, archaeological and cultural resources to prevent encroachment on these sites.

Strategy: Designate areas of valuable historic, archaeological, or cultural resources through the city's historic preservation ordinance to mitigate impacts of new development.

Strategy: Ensure development/ infill projects are consistent with land use policies and citizen wishes to protect and preserve low-density rural areas of Milton.

Strategy: Work with public utilities to protect the rural viewshed and other natural and scenic views.

Objective 3: We will consider the potential impacts to air and water quality in making decisions on new developments and transportation improvements, and we will steer new development away from sensitive natural resource areas.

Strategy: Encourage new development projects to commit to providing water, storm water, and air pollution control facilities that fully meet and exceed city standards.

Strategy: Encourage changes to current codes that address air and water quality improvements and/ or which provide flexible design that results in a reductions of air or water quality impacts.

Strategy: Encourage local governments and/ or local land trusts to acquire stream corridors along the Little River corridor and their tributaries to provide floodway protection, natural habitat corridors and passive recreation resources.

Objective 4: We will expand the identification, documentation, and protection of historic, cultural and archaeological resources in the city, and when possible encourage access by the public.

Strategy: Review and refine existing inventories of historic, cultural and archaeological resources to include previously undocumented resources.

Strategy: Collaborate with local and regional libraries and archives, as well as local historians and long-time residents, to document previously undocumented resources.

Strategy: Ensure historic and cultural sites that are open to the public are barrier-free, ADA accessible venues.

Strategy: Identify those elements of the rural landscape (i.e. specimen trees, tree canopies, woodlands, fences, hedgerows, structures, etc) that contribute to rural character and scenic viewsheds within the community.

Objective 5 We will promote the protection and maintenance of trees and contiguous green open space in new development.

Strategy: Promote community awareness regarding the economic value and sustainability of green space preservation and maintenance of existing vegetative cover and protection of trees.

Strategy: Promote design standards which prefer the retention of existing trees and tree coverage to new plantings.

Strategy: Ensure existing tree canopy along scenic streets and other public rights of way are protected.

Strategy: Increase setbacks and undisturbed buffers between roadways and developments including both residential and commercial.

Objective 6: We will protect ground and surface water sources to promote the maintenance of safe and adequate supplies of water.

Strategy: Adopt the appropriate recommendations to protect existing water quality consistent with the City's land use policies, and as recommended by the Metropolitan North Georgia Water Planning District, ARC Fulton County Water Resources that protect ground and stream water quality.

Strategy: Coordinate with Fulton County, Forsyth County, Cherokee County, and other local governments in implementing the three comprehensive plans adopted by the Metropolitan North Georgia Water Planning District to ensure adequate supplies of drinking water, protection of water quality, and minimized impacts of development on the District's watersheds and downstream water quality.

Strategy: Coordinate programs of Fulton County Water Resources to conserve outdoor water use.

Strategy: create and implement a septic tank maintenance program for the unsewered areas of Milton which are consistent with the lower density areas of the city.

Economic Development

A creative and innovative economic development agenda will have impacts on many community issues and opportunities. Commercial and professional employment opportunities will balance the City's tax digest, alleviate commuting times as well as traffic congestion, and provide needed services to local residents. Encouraging commercial and professional development in Milton should also balance impacts on residential, rural and environmentally sensitive areas of the community.

Issues

- The city needs to pursue innovative economic development initiatives.
- The city needs greater employment opportunities to serve local residents of Milton.
- Future development plans need to include opportunities for greater commercial densities.

Opportunities

- The city should continue to promote the unique residential niche of low density development with high value properties that is found in Milton.
- The city should promote the creation of economic development centers.
- New developments can be mixed-used without necessarily being high-end.
- Proactively work to educate the region and adjacent jurisdictions regarding the value that Milton's unique characteristics bring to the entire region with respect to economic benefits.

Objectives

Objective 1: We will identify and put in place the requisites of the desired quality of life within our community and carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Strategy: Balance housing, transportation, infrastructure, resource protection and economic development considerations in decision making.

Strategy: Utilize the unique economic assets of Milton to attract appropriate and sustainable economic activities that can be accommodated without changing the character of the City.

Strategy: Encourage diversified economic development centers within mixed-use non-residential areas and balance commercial densities with local demand, being mindful of existing vacant commercial space as well as commercial density approved but not yet built.

Strategy: Ensure the city's economic development initiatives are fiscally sustainable and will enhance community revenues to support the Comprehensive Plan.

Strategy: Implement use of a financial model as one criterion in decision making on economic development projects.

Objective 2: We will support programs that retain, expand and create businesses that provide a good fit for our community's economy in terms of job skills required and links to existing businesses to locate them appropriately within the City.

Strategy: Support the existing agricultural and equestrian related economy of the city.

Strategy: Support the development of small businesses within the community.

Strategy: Support the growth of knowledge-based industries and office/professional uses in designated employment centers.

Objective 3: We will consider access and/or impacts to housing and transportation when considering economic development projects.

Strategy: Support the use of planning studies, value studies, cost/ benefit studies and analyses of sustainability to identify cost effective projects.

Strategy: Limit the expansion of business and/ or commercial uses into established, stable residential areas. Embrace and protect defined geographic boundaries and defined density levels for specific areas including those with a master plan as well as other areas not yet planned.

Strategy: Identify primary employment areas that motivate out-of-city commuting patterns and focus economic development initiatives to recruit those employment sectors to the city.

Objective 4: We will consider impacts on infrastructure and natural resources in our decision making on economic development projects.

Strategy: Limit the expansion of facilities and services to areas close to existing infrastructure before expanding into areas that require larger extensions and/ or greater costs.

Strategy: Encourage adaptive reuse of existing facilities and infill development in established areas to accommodate new commercial enterprises where appropriate and consistent with the land use and infrastructure development policies and vision of the City of Milton.

Objective 5: We will consider employment needs and skill levels of our existing population in making decisions on proposed economic development projects.

Strategy: Work with the Greater North Fulton Chamber of Commerce, Cherokee and Forsyth Counties, the cities of Alpharetta, Roswell, Johns Creek, and other organizations to encourage expansion and retention of professional jobs within employment centers in the City of Milton and surrounding jurisdictions.

Financing

Fiscal responsibility was reiterated throughout each step of the Comprehensive Plan process. The response to the community's initial public survey underscored a resistance to new taxes and a preference for creative alternatives to generate revenues needed for city improvements. However, a recent survey undertaken as a part of an upcoming referendum on a Greenspace Bond for the city of Milton suggested that the community was generally favorable to a potential \$25 million bond to support greenspace acquisition.

Issues

- The high cost of providing public services and facilities for new development is a challenge for a new city.
- The capacity of existing public facilities may need to be expanded to attract new development.
- Financing can be difficult to obtain.
- City revenues need to fund desired service levels without an increase in taxes on current residents.

Opportunities

- The city can explore innovative management and governance policies as a result of the lack of pre-existing bureaucratic commitments.
- Opportunities for alternative sources of funding and revenues can enhance programs and projects and should be pursued.
- Modifying expenses is another necessary approach in order to balance fiscal requirements.
- Utilizing potential bond revenues for greenspace acquisition will help the City meet the needs of its citizens, now and in the future.

Objectives

Objective 1: We will be fiscally responsible by developing and maintaining a five-year capital spending plan that is updated annually as an integral part of our annual budget process.

Strategy: Financial modeling capacity will be used by the city as a tool to proactively guide the City's financial decisions in the future.

Strategy: Alternative funding sources will be identified and aggressively pursued to support the City's short and longer term capital requirements.

Strategy: The City's five year capital plan will be based on funding those expenditures that are needed to maintain the quality of life desired by our residents and only then funding those opportunities that provide enhancements as funds are available.

Transportation & Mobility

The City of Milton maintains a Comprehensive Transportation Plan separate from its Comprehensive Plan or the North Fulton Comprehensive Transportation Plan. The recommendations of the currently adopted plan are summarized here, and the plan in its entirety is incorporated herein by reference. At such a time as the newly updated Milton Comprehensive Transportation Plan is adopted, current recommendations shall supersede.

Goals

Improve transportation network system level performance (level of service) with particular emphasis on the impacts of commuter/“cut through” traffic and safety.

- Provide specific paths for through commuters
- Improve system for local trips
- Improve and preserve existing levels of service
- Identify high-accident locations and recommend improvements to achieve better safety
- Improve safety for pedestrians and cyclists by upgrading facilities for alternative modes of transportation

Maintain and Improve mobility and system performance through roadway improvements and alternative transportation improvements with specific consideration of transit investments appropriate to the community vision and multi-use paths serving cyclists, pedestrians, equestrian users, and those with disabilities including wheelchair access.

- Identify bridges in need of maintenance or replacement
- Provide maintenance recommendations for the existing roadway network
- Identify intersections in need of operational and geometric enhancements to improve system performance
- Identify multi-modal enhancements to increase alternative transportation options
- Integrate the Milton Comprehensive Transportation Plan with the Milton Trail Plan

Protect and improve the environment, recognizing its contribution to community economic vitality and quality of life.

- Promote conservation and minimize harmful impacts on the environment
- Emphasize preservation of historic places

Coordinate transportation investments with the comprehensive plan and land use policies ensuring creation of a “sense of place” (Crabapple Crossroads, Birmingham Crossroads and the Highway 9 area) as well as barrier free connectivity to community assets such as schools, parks and recreation areas.

- Coordinate with CPAC to achieve an integrated land use vision and plan
- Preserve right-of-way for future facility improvements
- Preserve historic places
- Achieve a barrier-free transportation network

Leverage regional cooperation and regional solutions to transportation issues, including coordination with surrounding jurisdictions, while maintaining the singularly unique character of the City of Milton.

- Coordinate with nearby jurisdictions including Alpharetta, Roswell, Mountain Park, Cherokee County, and Forsyth County to create a continuous and well-thought out network
- Coordinate with GDOT, MARTA, GRTA and ARC

Recommended Corridor Improvements

- Direct commuter traffic from Cherokee County to State Route 140/ Arnold Mill Road/ Hickory Flat Highway to GA 400
- Widen State Route 9/ Alpharetta Highway/ Cumming Highway
- Widen sections of Holbrook Campground Road, Hopewell Road, and Hamby Road to State Route 9

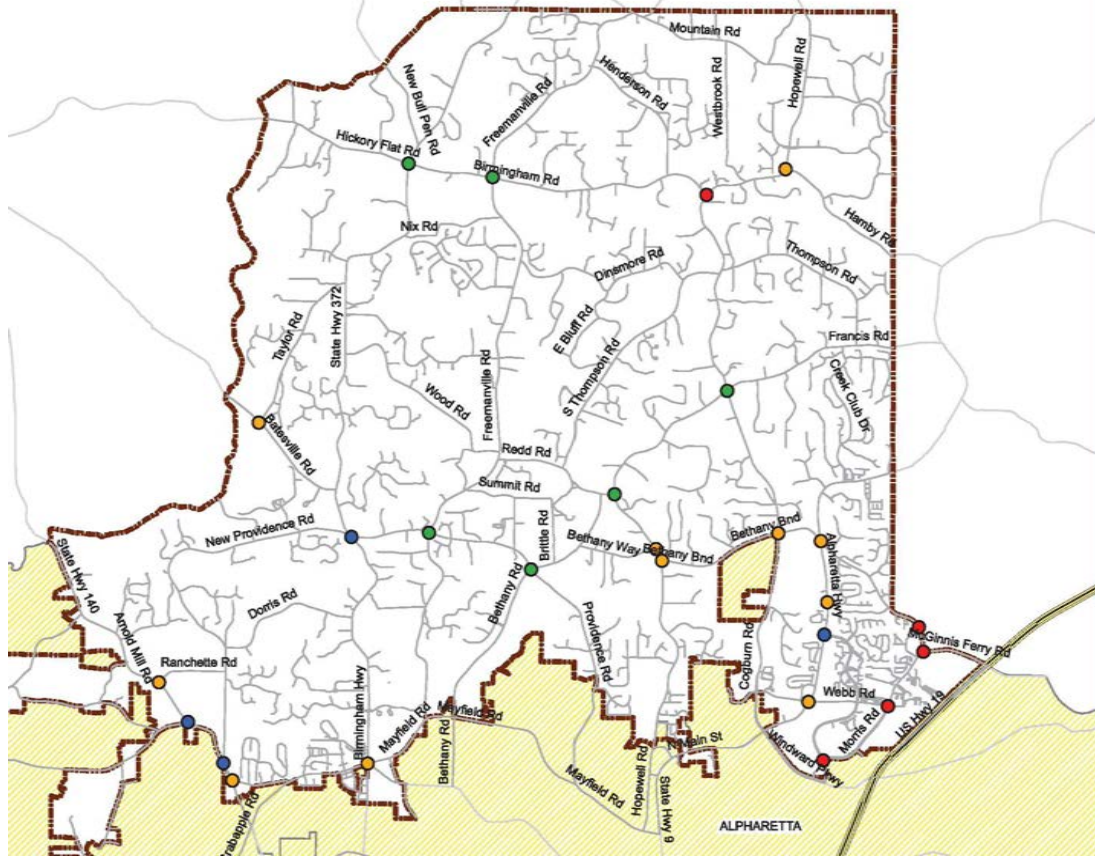
- Widen School Drive to a four-lane section between Birmingham Highway and Freemanville Road
- Widen Morris Road to four lanes between Webb Road and McGinnis Ferry Road
- Model Analysis of Corridor Improvements

Recommended Intersection Improvements

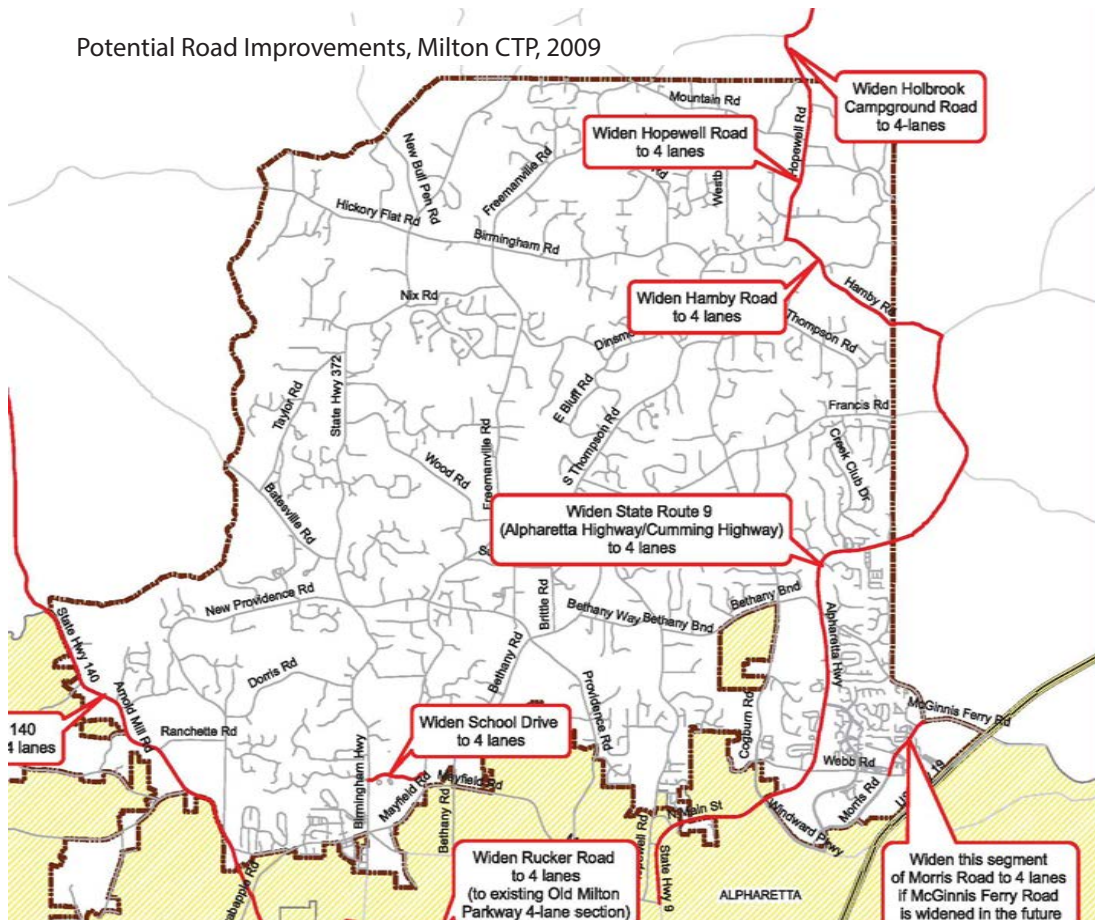
- Potential Locations for Roundabouts
 - Birmingham Highway and Freemanville Road
 - Hopewell Road, Cogburn Road, and Francis Road
 - Freemanville Road and Providence Road
 - Bethany Road and Providence Road
 - Birmingham Highway and Birmingham Road/ Hickory Flat Road
 - Hopewell Road and Redd Road
- Potential New Signal Locations
 - Birmingham Road and Hopewell Road
 - Strickland Road and Bethany Road (partially in Forsyth County)
 - Bethany Bend and Morris Road/ McGinnis Ferry Road (partially in Forsyth County)
 - Webb Road and Morris Road
 - Morris Road and Deerfield Parkway
- Other Potential Intersection Improvements
 - Hopewell Road and Bethany Road
 - Hopewell Road and Bethany Way
 - Bethany Oaks Pointe and Hopewell Road
 - Cogburn Road and Bethany Bend
 - Batesville Road and Taylor Road
 - Arnold Mill Road/ SR 140 and Green Road
 - Alpharetta Highway/ SR 9 and Keyingham Way
 - Alpharetta Highway/ SR 9 and Bethany Bend
 - Hopewell Road and Hamby Road
 - Arnold Mill Road/ SR 140 and Ranchette Road
 - Crabapple Road/ Mayfield Road and Birmingham Highway/ Broadwell Road
 - Alpharetta Highway/ SR 9 and Webb Road
- Intersections with Significant Improvements in Progress
 - Birmingham Highway/ SR 372 and New Providence Road
 - Arnold Mill/ SR 140 and New Providence Road
 - Alpharetta Highway/ SR and Deerfield Parkway
 - Arnold Mill Road/ SR 140 and Cox Road
- Bridge Improvements
 - Landrum Road over Cooper Sandy Creek tributary
 - Cogburn Road over Cooper Sandy Creek
 - New Providence Road over Cooper Sandy Creek

The Comprehensive Transportation Plan also includes recommendations for equestrian improvements, cyclist improvements, pedestrian improvements, transit improvements and improvements for persons with disabilities.

Potential Intersection Improvements, Milton CTP, 2009

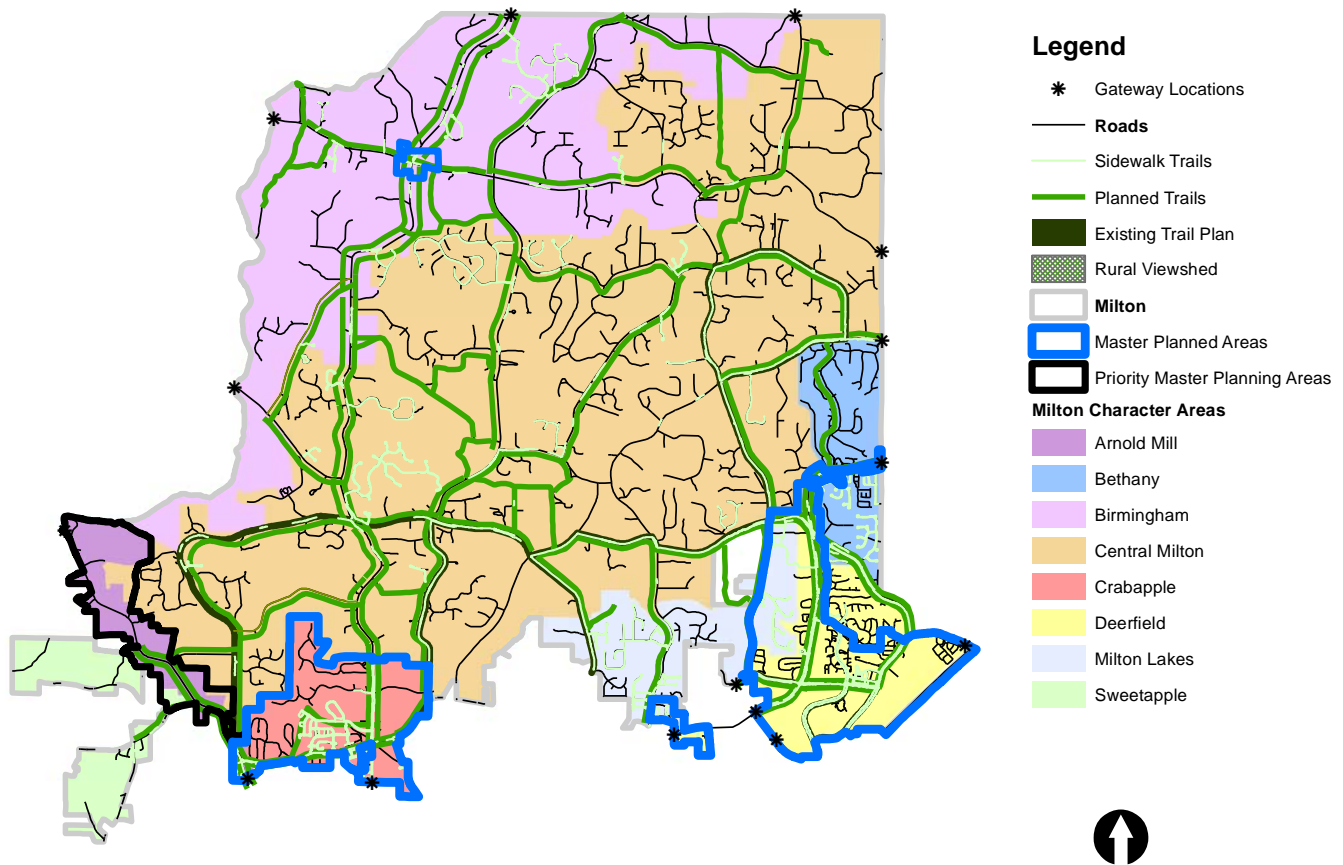


Potential Road Improvements, Milton CTP, 2009



Future Community Map & Narrative

The Future Community Map along with the Future Land Use Map represents the City's future development policy and will be used to guide City officials in land use decisions. The Future Community Map is a general illustration of development policy showing the City's eight Character Areas as the base, and further identifies areas that require special attention for either rural preservation or economic development. Such areas are Gateways, Rural Viewsheds, Master Planned Areas, and Priority Master Planning Areas. The proposed city trail network is overlaid on the Future Community Map. These areas deserving special classifications will be discussed in more detail below. The Future Land Use Map is a more specific illustration of development policy showing allowable land uses for each parcel and this will be discussed in more detail in the Future Land Use and Supporting Narrative section.



Future Community Map, Milton, Georgia

The areas identified as requiring special attention for rural preservation and/or economic development are:

Gateways:

Gateways are important identifiers that distinguish the community from all others. Having a distinguished community lends itself to niche marketing for economic development purposes. The community expressed a desire for the city's branding efforts to be carried out at key entry points into the city by posting "Welcome to Milton" signage accompanied by specific landscaping

The gateways into the city of Milton are identified on the Future Community Map at principle roads leading into the community, including

- Arnold Mill Road/SR 140 (North and South points within the city limits)
- Batesville Road
- Hickory Flat Road at the Cherokee County line
- Birmingham Highway (SR 372) at the Cherokee County line
- Crabapple Road (SR 372) at Green Road
- Cogburn Road (North and South points within the city limits)
- Hamby Road
- Francis Road at the Forsyth County line
- Hwy 9 (North and South points within the city limits)
- McGinnis Ferry Road
- Deerfield Pkwy at Windward Parkway
- Hopewell Road
- Broadwell Road
- Bethany Road at Mayfield Road

Rural Viewsheds

The rural viewshed refers to the characteristic pastoral views that can be seen along the roads as one travels through Milton. Rural viewsheds contribute to the rural character and sense of place and the city of Milton. The bucolic scenic qualities of many of Milton's roads are considered to be character defining features within several of the larger character areas, and concerns have been expressed about maintaining and preserving these viewsheds and cherished characteristic of Milton.

The Future Community Map identifies the roads that should be considered for protection as rural viewsheds. Ideas about a context sensitive design standards overlay, as well as placing potential value as sending areas for a Transfer of Development Rights program, have been discussed as tools that can be used along these identified rural viewsheds to protect their rural character.

These are priority areas for resource surveys and development of design guidelines and buffers as part of a larger program to mitigate development pressures along the rural roadways.

Master Planned Areas

There are three areas identified on the Future Community Map that are referred to as Master Planned Areas. They are Crabapple Crossroads, Birmingham Crossroads and Deerfield/ Highway 9. The development of these areas proceeded after a Master Plan was done - Crabapple Crossroads Plan in 2003; Birmingham Crossroads Plan in 2004; and Highway 9 in 2012. In addition to a Master Plan, these areas may be governed by overlay zoning districts as well as a city-wide zoning overlay district. The Master Plans provide aesthetic and design controls that cover the build out of the existing areas within their plan boundaries. Non-residential development should be concentrated within these areas according to the specifications of their Master Plans and zoning controls.

The Birmingham Crossroads Master Plan is defined as the area at the intersection of Birmingham Highway and Birmingham Road/Hickory Flat Road. The Birmingham Crossroads has not built out to the limits of the Master Plan and the surrounding area has not been a source of development pressure, or brought unmanageable traffic volume to the area. The existing Birmingham Crossroads Master Plan is still viable for its continued growth as defined in the master plan.

The Crabapple Crossroads Master Plan boundary is significantly larger and located at the intersection of Crabapple Road, Birmingham Highway, Mayfield Road, Mid-Broadwell Road and Broadwell Road. Since the city's first comprehensive plan, the Crabapple Crossroads Master Plan has been adopted as an LCI study with an extensive

analysis of existing land use, zoning urban design, historic resources, environmental and open space resources, and public facilities. The plan also provides a number of recommendations for transportation, open space and ongoing or future projects in the study area. Crabapple will be the location of the city's future city hall, currently under development, and is a receiving area for Transfer of Development Rights. The Crabapple Form Based Code specifies the regulating plans, public building standards, lot and building plans, and other development standards that projects within the receiving zone must adhere to in order to create a cohesive and attractive community that respects pedestrians and the spatial form of public places.

The Deerfield/ Hwy 9 area has developed a concentration of commercial and service uses for the City of Milton. Though the area is subject to a zoning overlay district that includes aesthetic controls and design review requirements, the community has expressed the desire to develop a full Master Plan and Market Study for the area similar to those for Crabapple Crossroads and Birmingham Crossroads. The Master Plan should ensure that the area remains economically viable, avoids unattractive strip development and recruits businesses and services that will benefit the city of Milton while being sensitive to the many residents that live in that area.

The Highway 9/ GA 400 Area Master Plan was prepared in 2012. The study provides a clear, comprehensive picture of the area of study to guide future development. It includes recommendations for zoning, public improvement projects, and funding. The report includes an inventory and assessment of existing conditions, a concept plan that provides more detail on proposed initiatives, and an action plan to facilitate plan implementation.

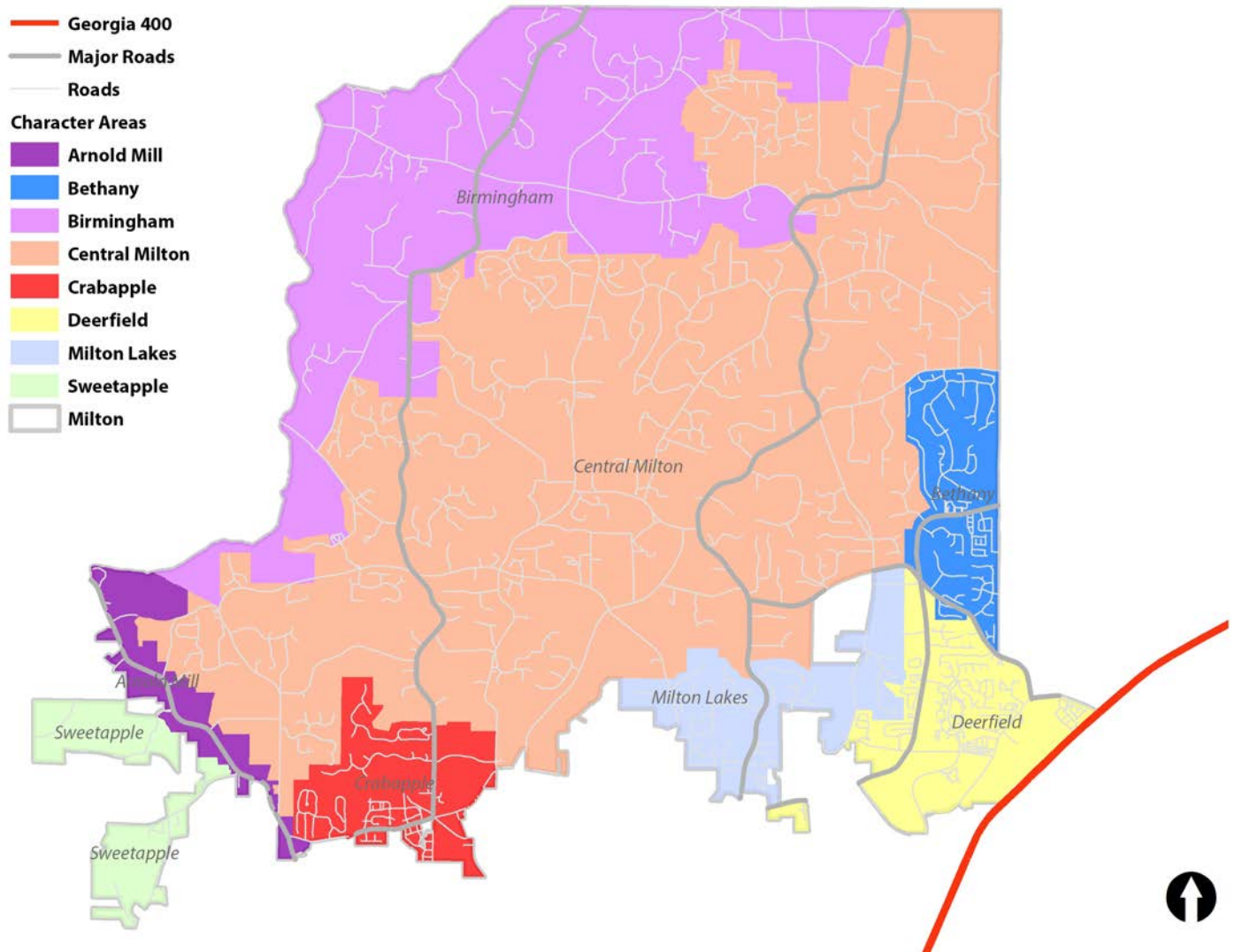
Priority Master Planning Area

Arnold Mill Road (SR 140) (also designated as a rural viewshed) is an area of limited development with mostly rural residential and agricultural uses. However, community feedback identified it as an area that could potentially accommodate the development of limited non-residential uses at some point in the future (possibly beyond the 20 year scope of this plan). The zoning and future land use classifications for this area are predominantly residential, though the area is subject to a zoning overlay that includes aesthetic controls and design review requirements for any new non-residential development. The community has expressed a desire to develop a Master Plan for the area similar to those for the Crabapple Crossroads and Birmingham Crossroads.

The City of Milton and the Atlanta Regional Commission undertook an Arnold Mill Road Visioning Study in May 2014. This study consists of an analysis of and recommendations for the portion of Arnold Mill Road within the City of Milton. The plan provides background and contextual information about the area through analysis of existing plans, a traffic analysis, and an evaluation of recreational land through the corridor. Recommendations for the area are categorized into two groups - 1) Land Use & Design and 2) Transportation.

Character Area Map Narrative

The following narratives were developed for each of these eight Character Areas, including development patterns, appropriate zoning districts and land use classifications. A summary of appropriate implementation measures for each Character Area also follows each of the narratives.



Character Area Map, Milton, Georgia

Birmingham

Birmingham displays the rich, rural nature of the City of Milton. Located in the northwest portion of the City of Milton, this Character Area is dominated by horse farms, pastures and woodlands. Other uses include large estates, residential lots and large land holdings. There are undeveloped natural areas and environmentally sensitive steep slopes in areas such as Pritchard Mountain. In addition, at the intersection of Birmingham Highway and Birmingham Road is the Birmingham Crossroads, which is a rural, mixed use village. This limited rural-style village that includes commercial activities and limited residential use was comprehensively planned for 27.1 acre parcel that covers the four corners at this intersection. Birmingham Crossroads provides a sense of place as well as services to residents in the Birmingham Character Area. There are several active farms near Mountain Road with cattle pastures and chicken houses located along the Cherokee County border. Many of the roads, including Hickory Flat/ Birmingham Road, Mountain Road, and Freemanville Road provide scenic and linear greenspace corridors. Also, the largest park in the City of Milton is located in this area – 200 acre Birmingham Park. Currently, this park is undeveloped and has limited access. The terrain is rolling and includes both floodplain and steep slopes along the Little River. This parkland includes beautiful views, woodlands, specimen trees and some endangered flora and fauna. This park needs to have a unique approach to take in its design and development to protect the special characteristics of this land. There are several institutional uses including schools and places of worship in the Birmingham Character Area. The Birmingham Character Area also includes gravel roads, waterways, woodlands, specimen trees, historic areas and structures.

Development Patterns in this Area

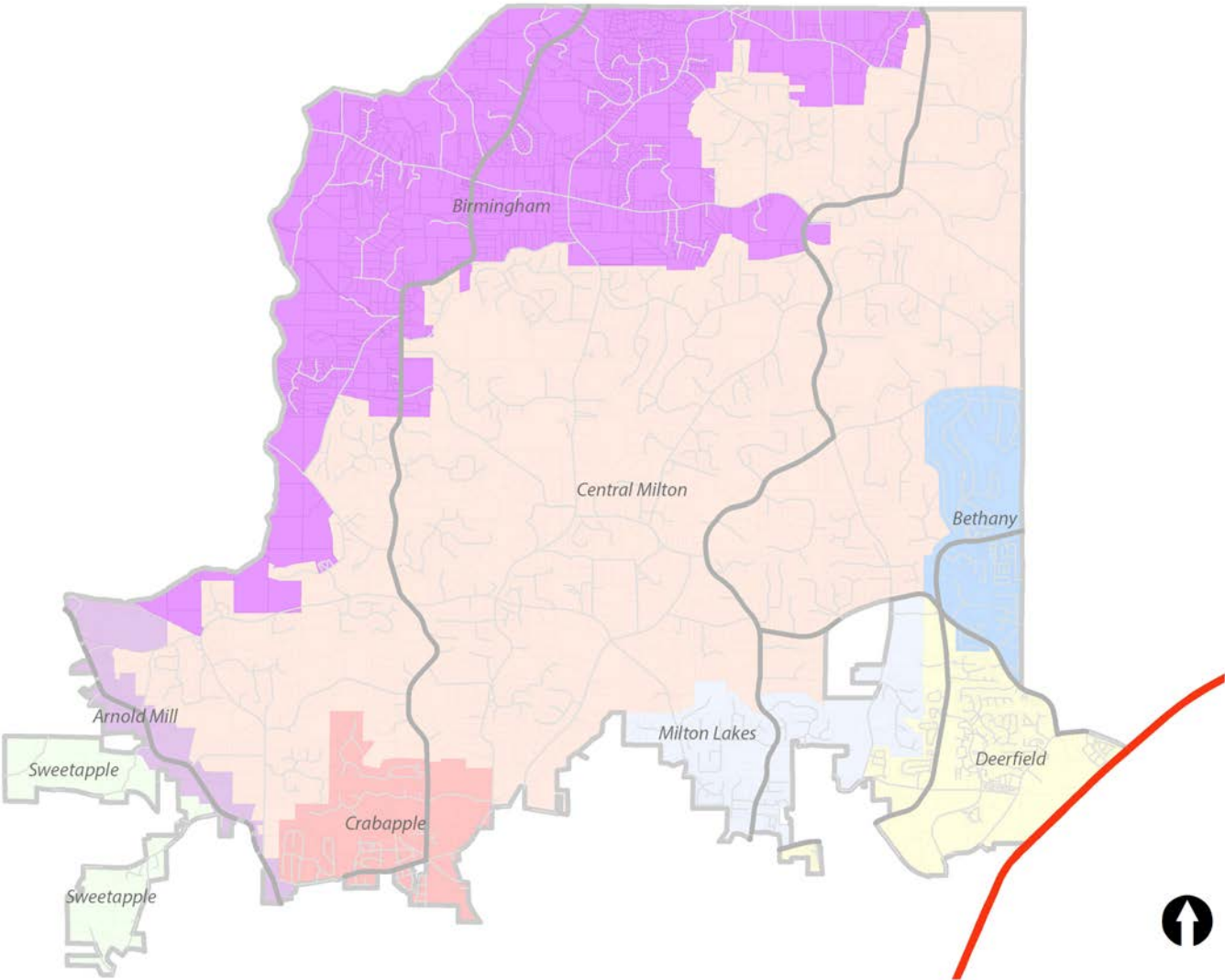
Birmingham Crossroads serves as the activity center for this Character Area, and is typical of mixed use village developments with buildings clustered at the center, a clearly defined perimeter, and surrounded by open space. Buildings are and should be architecturally integrated with the site and one another, and developed at a sufficient scale to be identified as an activity center. But, this activity center should nonetheless retain a pedestrian friendly environment. Birmingham Crossroads is connected to the larger community via existing transportation networks as well as the proposed community trail system. Any additional non-residential development within the Birmingham Character Area should be limited to the boundaries of Birmingham Crossroads as defined in the master plan for that area. A continued focus on strong development and design standards, including context sensitive transportation considerations, remain essential as do the protection of specimen trees, tree coverage, and the overall unique setting in which this rural village co-exists.



Birmingham includes areas that are typical of Milton’s distinct rural-residential land use pattern. Active agricultural and equestrian estates co-exist with low density residential land uses. New development should match the typical densities found within this area and should minimize undesirable impacts on surrounding rural/agricultural uses. Significant site features, such as view sheds and environmentally sensitive areas, should be enlisted as amenities that shape identity and character of new development within this character area.



Appropriate Land Uses in this Area	Compatible Zoning Districts
Agriculture, Equestrian, Estate Residential (AEE)	AG1, R1, R2, H
Residential Low (1 unit/ acre or less)	AG1, R1, R2, CUP, H
Parks Recreation and Conservation	AG1, R1, R2, CUP, H, MIX, C1
Community Facilities	AG1, R1, R2, CUP, H, MIX, C1
Living Working/ Mixed Use	AG1, R1, R2, CUP, H, MIX, C1
	Birmingham Crossroads Overlay District



Arnold Mill

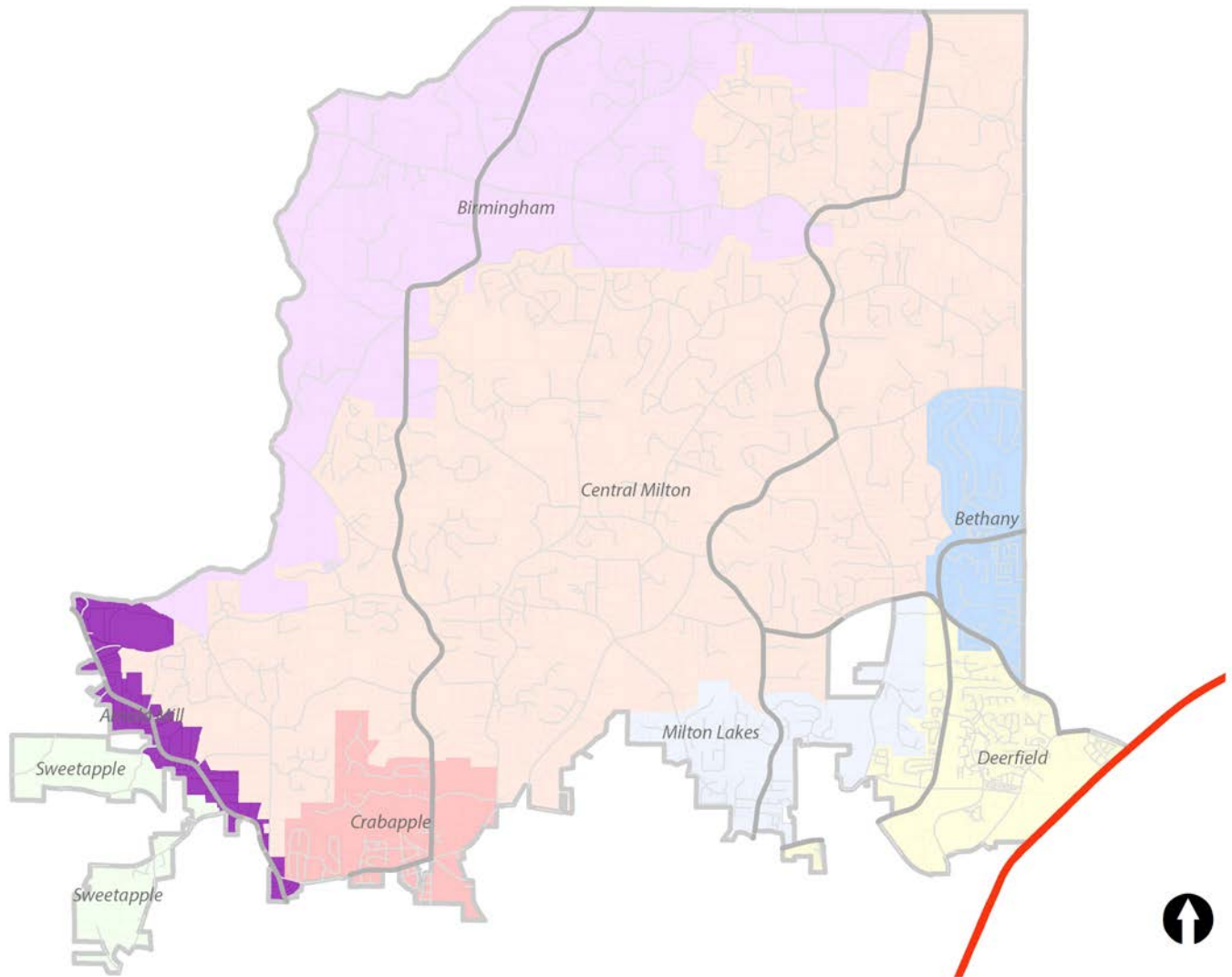
This Character Area serves as one of the gateways into the City. State Route 140 is now a two-lane route that provides access from Cherokee County across the Little River into Milton, Alpharetta and Roswell. It is anticipated that this will become a four-lane route during the span of this plan. The Milton Transportation Plan, however, makes it clear that any future widening of this roadway should be done with context-sensitive design. The Character Area includes several large properties, but the nature of the area changes as it approaches the Crabapple Silos area. The southern portion of the area includes a difficult angles intersection with New Providence Road, and is adjacent to the relatively densely developed residential subdivisions located along Green Road. Also, Chadwick Landfill is located in this character area. There is only so much capacity left in the landfill and there needs to be proactive plans for this land once that capacity is met so that the area can become a community asset.

Development Patterns in this Area

- The area along SR 140/Arnold Mill Road is typical of the rural, low density character of Milton. Future development within this character area should respect existing rural character and rural-residential development predominant in its adjacent character areas, Sweet Apple and Central Milton.
- SR 140/Arnold Mill Road should include some mixed use development along its travel from Cherokee County to the Silos, but should avoid strip commercial development. Clustering higher density, predominantly non-residential development intermittently along the corridor preserves open space and protects environmentally sensitive features. If more than one commercial area is developed along this corridor, they should be separated by areas of open space and/or attractive rural-residential development.
- Development should be tied to a Master Plan with specific boundaries, design specifications, and allowable uses, similar to Crabapple Crossroads or Birmingham Crossroads including historic preservation, tree save of woodlands and specimen trees, viewsheds and buffers transitioning from higher density areas back to residential and agricultural settings.
- Planning for development along Arnold Mill/SR-140 must involve the City of Roswell given that parts of Arnold Mill are adjacent to the City of Roswell.



Appropriate Land Uses in this Area	Compatible Zoning Districts
Agriculture, Equestrian, Estate Residential (AEE)	AG1, R1, R2, H
Residential Low (LDR)	AG1, R1, R2, CUP, H
Residential Medium (MDR1)	R1, R2
Residential Medium (MDR2)	R1, R2, R2A, CUP, H
Residential Medium (MDR3)	R1, R2, R2A, R3, R3A, CUP, H
Parks Recreation and Conservation	AG1, R1, R2, R2A, R3, R3A, CUP, H, MIX, C1
Retail and Service	C1
	Rural Milton Overlay District
	Arnold Mill Overlay (Master Plan)



Central Milton

This is the largest character area in Milton, dominated by residential subdivisions with large lots in excess of 1 acre, some of the most expansive in the city. These high value residential developments with very large houses are anchored by golf courses and other private amenities such as swim and tennis. Many were developed in the 1990s and with similar lot sizes, have created a uniform overall density in the area. Even with the existing development, this area has retained much of the rural characteristics of the City of Milton. Along with the many subdivisions within this area, it is also characterized by several large properties. In addition, many of the roads provide scenic and linear green space corridors such as Birmingham Highway, Freemanville Road, Thompson Road and Hopewell Road. Most of these scenic corridors include rural home sites, horse farms, wetland crossings and access to country clubs, equestrian facilities and more open space. The visual aesthetics of this Character Area should be maintained even as residential development continues.

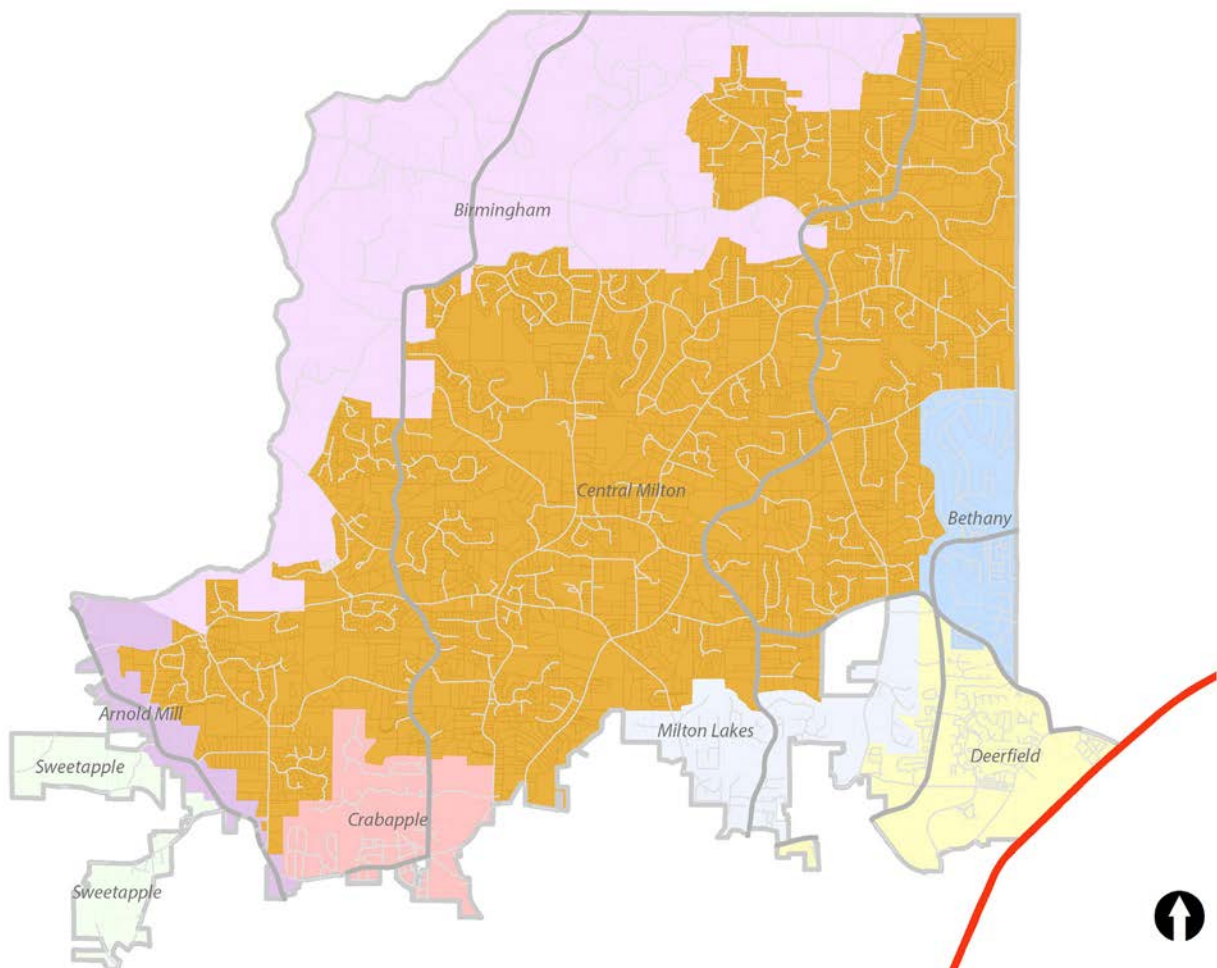
Development Patterns in this Area

Central Milton includes areas that are typical of the city's distinct rural-residential land use pattern. Equestrian estates co-exist with low density residential land uses. Newer developments with private recreational amenities have integrated with older, established open road neighborhoods. New development should match the typical densities found within this area and should minimize undesirable impacts on surrounding rural/agricultural uses. Significant site features, such as view sheds and environmentally sensitive areas, should be enlisted as amenities that shape identity and character of new development within this character area. New development should incorporate elements that enhance connectivity to the proposed Milton trail system and other alternative modes of transportation.





Appropriate Land Uses in this Area	Compatible Zoning Districts
Agriculture, Equestrian, Estate Residential (AEE)	AG1, R1, R2, H
Residential Low (LDR)	AG1, R1, R2, CUP, H
Parks Recreation and Conservation	AG1, R1, R2, R2A, CUP, H
Community Facilities	AG1, R1, R2, R2A, CUP, H
Private Recreation	AG1, R1, R2, R2A, CUP, H
	Rural Milton Overlay District



Deerfield

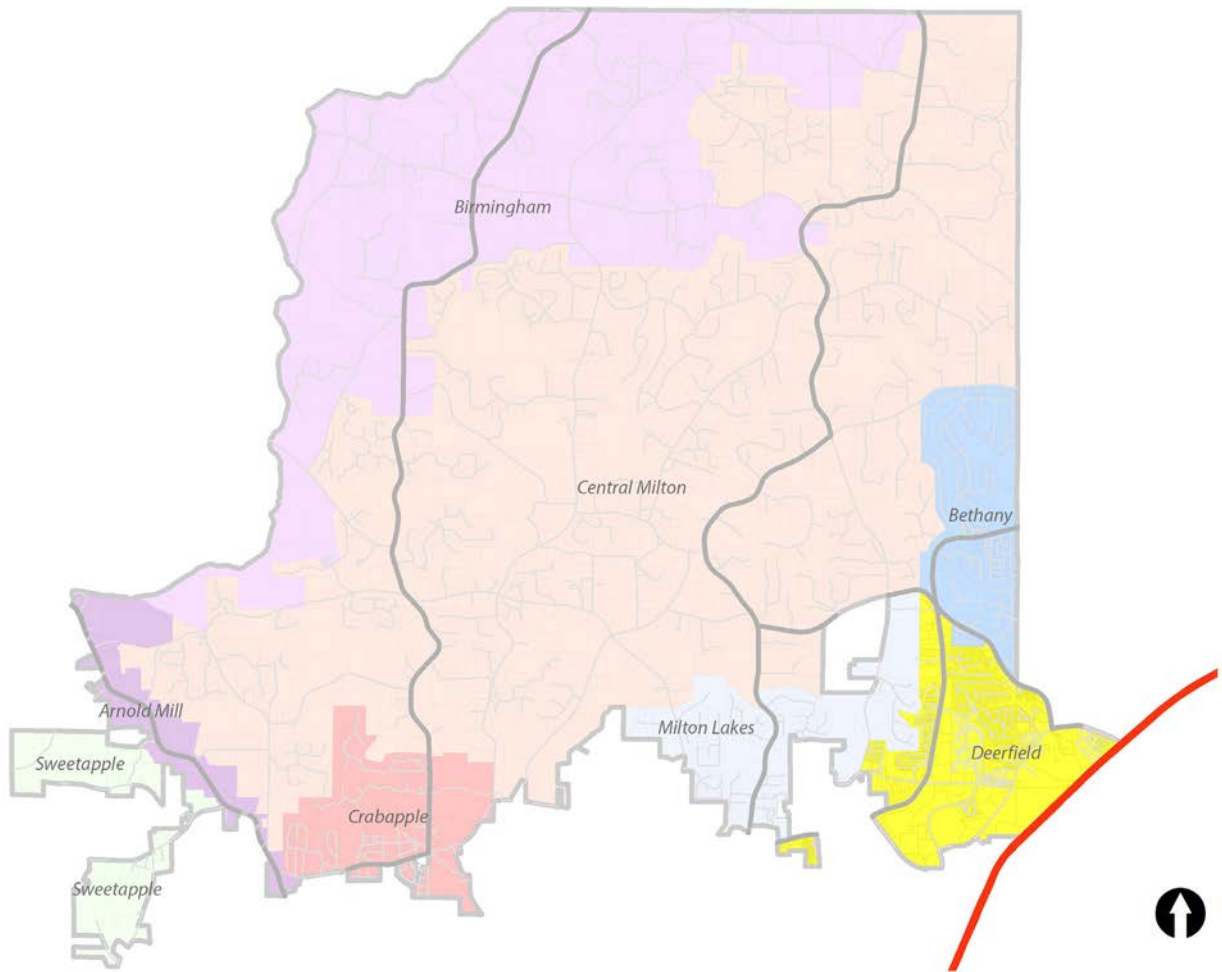
One of the Deerfield Character Area's primary assets is its location adjacent to Georgia 400, a limited access expressway, its proximity to the Windward Parkway interchange in Alpharetta and to Forsyth County. This character area represents a quality of life that embraces the concept of "live, work, play." It is characterized by a mixture of higher density residential, commercial and office uses. The retail and commercial uses along Highway 9, the office uses along Deerfield Parkway and the numerous apartment units located south of Bethany make this Character Area one of the main activity centers for the City of Milton. There are also several single family subdivision and townhouse developments located within this area. The properties along both sides of Deerfield Road and Morris Road provide a campus-style employment center and office park. A significant amount of space in this area has been developed and is available for lease. This area provides a strong and realistic opportunity for mixed uses at a regional scale in association with nearby development in Alpharetta and with Forsyth County in conjunction with the possible creation of McGinnis Ferry Road interchange on GA 400. The City of Milton recognizes the development pressure that this character area faces. In anticipation of the major growth projected for this area, the city is taking a proactive approach to prevent or mitigate the ill effects of unmanaged growth by designating the area along Highway 9 and Bethany Bend as a Master Planned Area. This designation indicates that a detailed master plan of the area has been completed, and this plan will guide the future growth and development in the area.

Development Patterns in this Area:

- Implementing the recommendations of the Master Plan for the Highway 9 Corridor including Bethany Bend is a high priority for the community. Development should occur in this area that is compatible with the adopted Master Plan.
- The existing patterns of mixed-use development within this Character Area should be encouraged and expanded. There are a limited number of undeveloped parcels, but there nonetheless are opportunities for redevelopment along the Highway 9 corridor and within the Deerfield Character Area.
- New non-residential development should adhere to the Highway 9 Overlay District regulations and the Highway 9 Design Guidelines, where innovative design elements such as locating parking to the rear, limiting signage and incorporating street trees and pedestrian amenities are encouraged. To mitigate overdevelopment of parking areas, new parking should only be developed in areas where shared parking or existing parking is not an option. If necessary, new parking should utilize permeable paving alternatives and landscaping to mitigate the deleterious effects of stormwater run-off, heat islands and other environmental considerations.



- To further the demand for employment opportunities in proximity to residential development in the city of Milton, redevelopment of the Deerfield Character Area should encourage professional uses and office space in addition to expanding existing commercial and service sectors.
- The majority of higher density residential development is currently within or adjacent to the Deerfield Character Area, and new development in this Character Area should continue to reflect traditional neighborhood design principles, such as smaller lots, mix of housing types, access to pocket parks and pedestrian access to commercial services and community amenities. Preservation of environmentally sensitive areas by setting them aside as public parks, trails, or greenbelts should be encouraged.



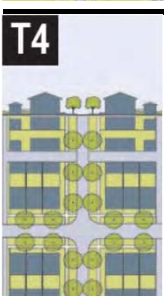
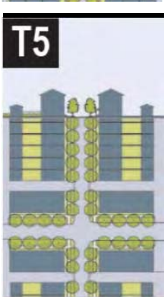
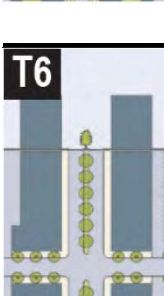


Development in Deerfield is governed by Transect Zones. For more information, refer to the Deerfield/ Highway 9 Form Based Code, which is a part of the City of Milton Zoning Ordinance.

DEERFIELD FORM-BASED CODE

City of Milton

Table 1: Transect Zone Descriptions. This table provides descriptions of the character of each Transect Zone.

	<p>T-2 RURAL</p> <p>T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, and cabins.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN</p> <p>T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN</p> <p>T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses and Townhouses with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER</p> <p>T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 1- to 4-Story</p> <p>Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>
	<p>T-6 URBAN CORE</p> <p>T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses. It may have larger Blocks; streets have steady street tree planting and buildings are set close to wide sidewalks.</p>	<p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented toward the street, defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 4-plus Story with a few shorter buildings</p> <p>Type of Civic Space: Parks, Plazas and Squares; median landscaping</p>

Bethany

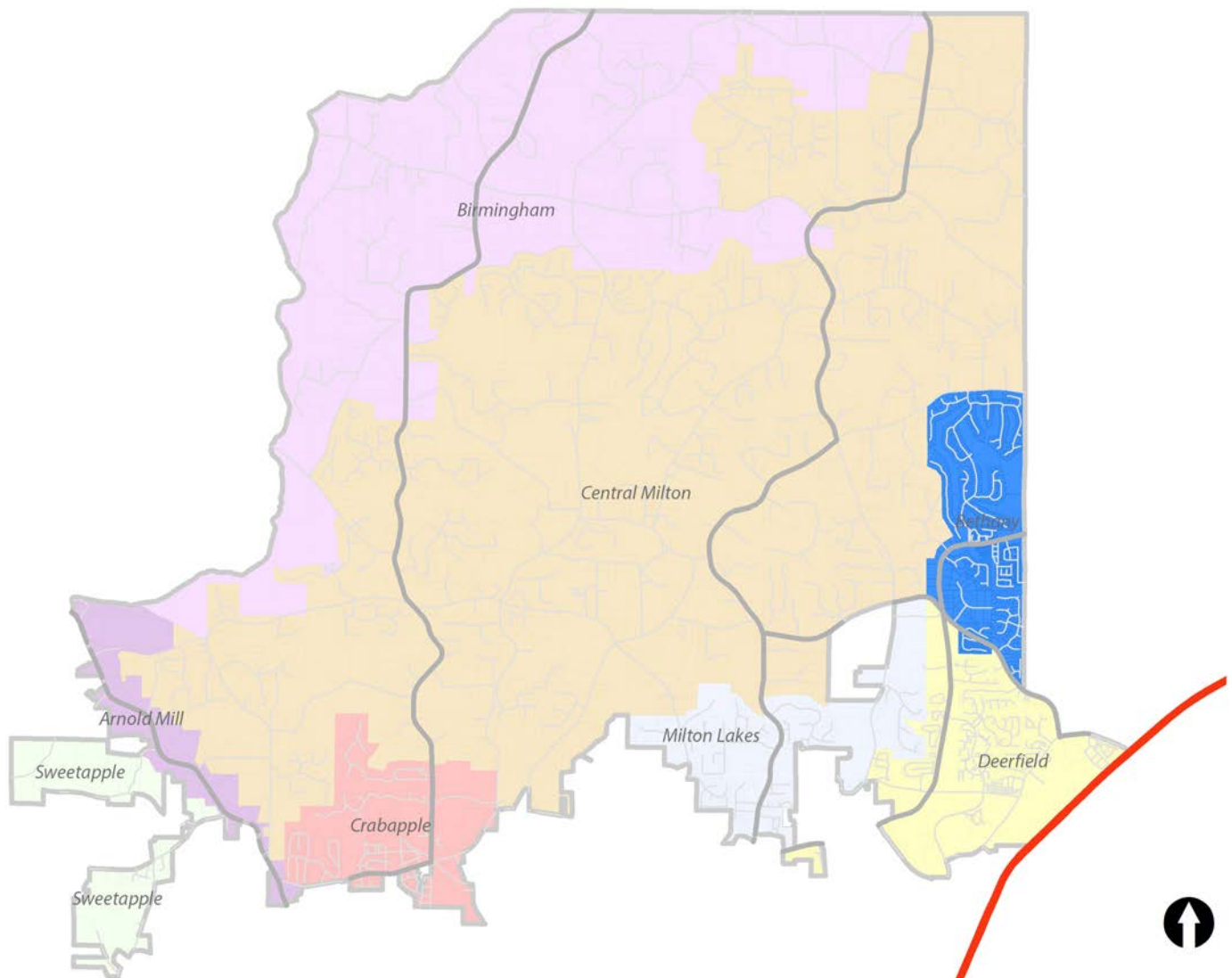
This area is made up of a variety of subdivisions developed in the 1990s and early 2000s. These neighborhoods are stable with a mixture of lot sizes and open space. Although this area is located in close proximity to commercial activity centers in both the City of Milton and Forsyth County, Bethany is unique in that it also retains some private amenities provided within these residential subdivisions such as the golf course adjacent to the Crooked Creek subdivision.

Development Patterns in this Area

- The predominant land use of the Bethany Character Area should remain residential. Given its proximity to the Deerfield Character Area and small pockets of non-residential zoning, there may be pressure to expand non-residential uses into stable residential areas. The expansion of non-residential development should be limited to the boundaries established in the form-based code that governs development of this area. Preservation of the existing residential neighborhoods is the priority. Redevelopment of the area to include higher density multi-family residential uses should be avoided, and new residential development should match the mix of housing types and styles of established neighborhoods in this character area. Existing recreational amenities should be preserved and enhanced and connectivity to the proposed Milton trail network should be encouraged. This area would benefit from the creation of pocket parks that would serve the residential neighborhoods that lack such amenities.
- Implementing the recommendations of the Master Plan for the Highway 9 Corridor including Bethany Bend is a high priority for the community. Development should occur in this area that is compatible with the adopted Master Plan.
- Development along Highway 9 in the Bethany area should respect the unique character of Bethany and should be distinct from, but compatible with, development along Highway 9 in the Deerfield Character Area. Development in close proximity to Cambridge High School should be done in a way that ensures appropriate transition between residentially zoned land and higher density uses.



Appropriate Land Uses in this Area	Appropriate Zoning Districts
Residential Low (LDR)	AG1, R1, R2, CUP, H
Residential Medium (MDR-1)	R1, R2, CUP, H
Residential Medium (MDR-2)	R1, R2, R2A, CUP, H
Residential Medium (MDR-3)	R1, R2, R2A, R3, R3A, CUP, H
Residential High (HDR-1)	R1, R2, R2A, R3, R3A, R4, R4A, R6, CUP, H
Residential High (HDR-2)	R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, R6, TR, CUP, H
Private Recreation	R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, R6, TR, CUP, H
Parks, Recreation and Conservation	R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, R6, TR, CUP, H
	State Route 9 Overlay District



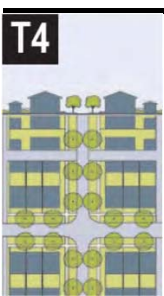
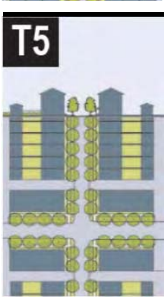
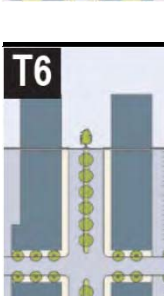


Non-residential development in Bethany is governed by Transect Zones. For more information, refer to the Deerfield/ Highway 9 Form Based Code, which is a part of the City of Milton Zoning Ordinance.

DEERFIELD FORM-BASED CODE

City of Milton

Table 1: Transect Zone Descriptions. This table provides descriptions of the character of each Transect Zone.

	<p>T-2 RURAL</p> <p>T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, and cabins.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN</p> <p>T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN</p> <p>T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses and Townhouses with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER</p> <p>T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 1- to 4-Story</p> <p>Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>
	<p>T-6 URBAN CORE</p> <p>T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses. It may have larger Blocks; streets have steady street tree planting and buildings are set close to wide sidewalks.</p>	<p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented toward the street, defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 4-plus Story with a few shorter buildings</p> <p>Type of Civic Space: Parks, Plazas and Squares; median landscaping</p>

Crabapple

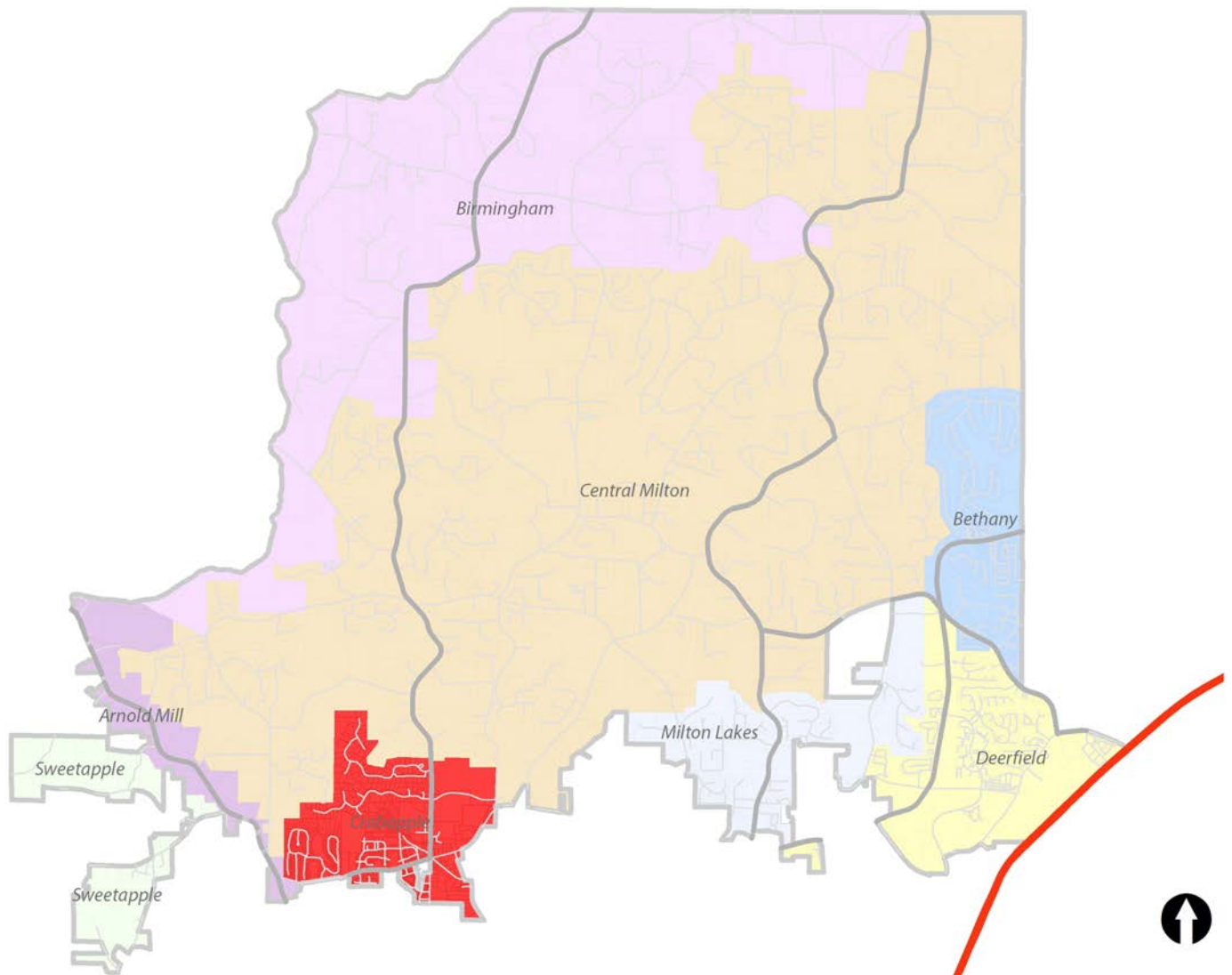
This Character Area has seen intense mixed use development at the crossroad of Crabapple Road and Birmingham Highway with low density residential development radiating outside of the core. In addition, within Crabapple there are several institutional uses- including schools and places of worship. Crabapple represents a unique rural based village center and lends itself to becoming the “City Center” for Milton. Crabapple has the highest concentration of historic resources of any character area in Milton.

Development Patterns in this Area

Crabapple Crossroads serves as the activity center for this Character Area, and is typical of village developments with buildings clustered at the center, a clearly defined perimeter, and surrounded by open space and rural residential development. Buildings will be architecturally integrated within the site and one another, and developed at a sufficient scale to be identified as an activity center, but will nonetheless promote pedestrian friendliness. Uses may include a mix of residential, commercial and community facilities. Crabapple Crossroads is connected to the larger community via existing transportation networks as well as the proposed community trail system.

Crabapple includes areas that are typical of Milton’s distinct rural-residential land use pattern. New development should match the typical densities found within this area and should minimize undesirable impacts on surrounding rural/ agricultural uses. Significant site features, such as view sheds and environmentally sensitive areas, should be enlisted as amenities that shape identity and character of new development within this character area.





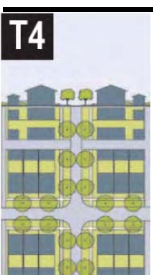
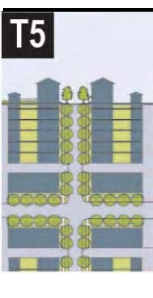


Development in Crabapple is governed by Transect Zones. For more information, refer to the Crabapple Form Based Code, which is a part of the City of Milton Zoning Ordinance.

CRABAPPLE FORM-BASED CODE

City of Milton

Table 1: Transect Zone Descriptions. This tables provides descriptions of the character of each Transect Zone.

	<p>T-2 RURAL</p> <p>T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, and cabins.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN</p> <p>T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN</p> <p>T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses and Townhouses with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER</p> <p>T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>

Milton Lakes

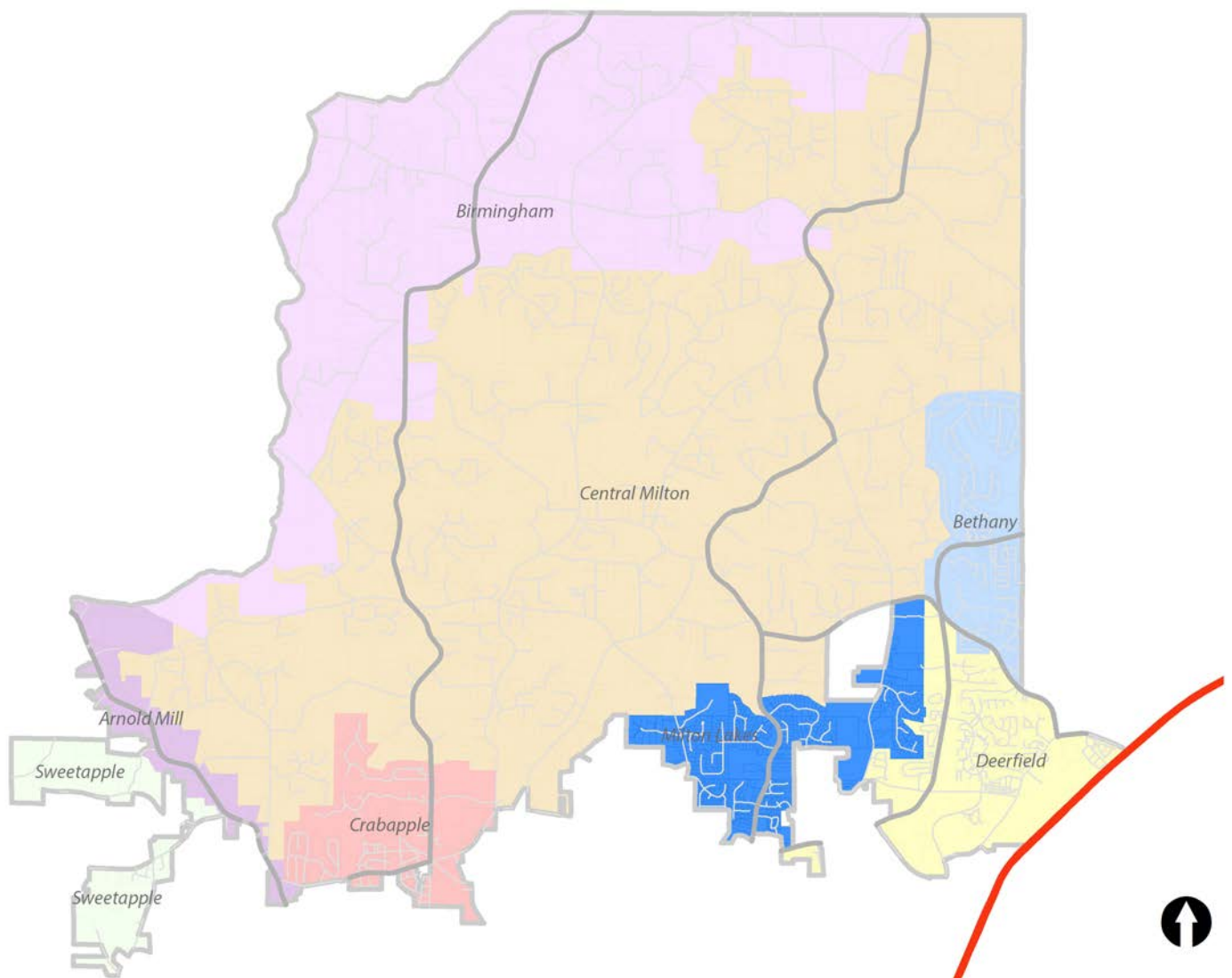
This area represents a variety of neighborhoods in the southernmost portion of the City, bordering the City of Alpharetta. There are environmentally sensitive areas such as several water bodies and floodplain. The major corridors are Hopewell Road and Cogburn Road. These corridors include mostly suburban neighborhoods developed in the late 1990s with a mixture of lot sizes. Included in this area is Providence Park. There are several institutional uses such as places of worship and schools.

Development Patterns in the Area

- This area reflects the rural-residential development pattern typical of much of the city, but its access to limited sewer connections as well as its proximity to commercial zoning and institutional uses within the area suggest it may be appropriate for a live-work pattern of development. The intensity to which the live-work concept has been developed within the Deerfield Character Area would not be suitable for Milton Lakes, and unlike Crabapple or Birmingham, there is no identifiable “crossroads community” to anchor a mixed use development. The possibility of sprawling patterns of development exists in this area, and mitigation against this should be a priority.
- The predominant land use of the Milton Lakes Character Area should remain residential, even though there may be pressure to expand non-residential uses into stable residential areas. Redevelopment of the area to include higher density multi-family residential uses should be minimized, and new residential development should primarily match the mix of housing types and styles of established neighborhoods in this character area. Existing recreational amenities should be preserved and enhanced and connectivity to the proposed Milton trail network should be encouraged. This area would benefit from the creation of pocket parks that would serve the residential neighborhoods that lack such amenities.
- Development should be well designed and blend into existing neighborhoods and buffers should separate more intense areas of development from nearby neighborhoods or other lower intensity areas. New development on the edge of urbanized areas should minimize undesirable impacts on surrounding residential uses.
- The Milton Lakes character area contains a diversity of residential lot sizes, and future residential development should reflect an average of the current diversity of densities and housing patterns. Enhancements such as a scenic corridor overlays and bicycle and pedestrian trail options may augment existing development and mitigate the effects of sprawling development.



Appropriate Land Uses in this Area	Appropriate Zoning Districts in this Area
Agriculture, Equestrian, Estate Residential (AEE)	AG1, R1, R2, H
Residential Low (LDR)	AG2, R1, R2, CUP, H
Residential Medium (MDR-1)	R1, R2, CUP, H
Residential Medium (MDR-2)	R1, R2, R2A, CUP, H
Residential Medium (MDR-3)	R1, R2, R2A, R3, R3A, CUP, H
Residential High (HDR-1)	R1, R2, R2A, R3, R3A, R4, R4A, R6, CUP, H
	State Route 9 Overlay District
	Rural Milton Overlay District



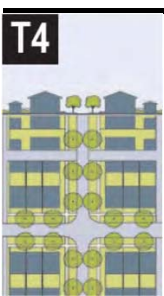
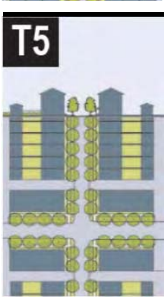
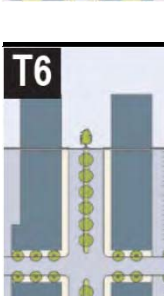


Non-residential development in Milton Lakes is governed by Transect Zones. For more information, refer to the Deerfield/ Highway 9 Form Based Code, which is a part of the City of Milton Zoning Ordinance.

DEERFIELD FORM-BASED CODE

City of Milton

Table 1: Transect Zone Descriptions. This tables provides descriptions of the character of each Transect Zone.

	<p>T-2 RURAL</p> <p>T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, and cabins.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN</p> <p>T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN</p> <p>T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses and Townhouses with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER</p> <p>T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 1- to 4-Story</p> <p>Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>
	<p>T-6 URBAN CORE</p> <p>T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses. It may have larger Blocks; streets have steady street tree planting and buildings are set close to wide sidewalks.</p>	<p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented toward the street, defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 4-plus Story with a few shorter buildings</p> <p>Type of Civic Space: Parks, Plazas and Squares; median landscaping</p>

Sweet Apple

Sweet Apple is made up of two areas located in the southwest portion of the City of Milton, bounded by the City of Roswell on three sides (north, south, and to the west). Horse farms, pastures and woodlands dominate this Character Area. Two of the equestrian estates in the City are located in this area as well as Georgia Golf Center – a golf practice facility driving range, large rural sites and pleasant pastoral views.

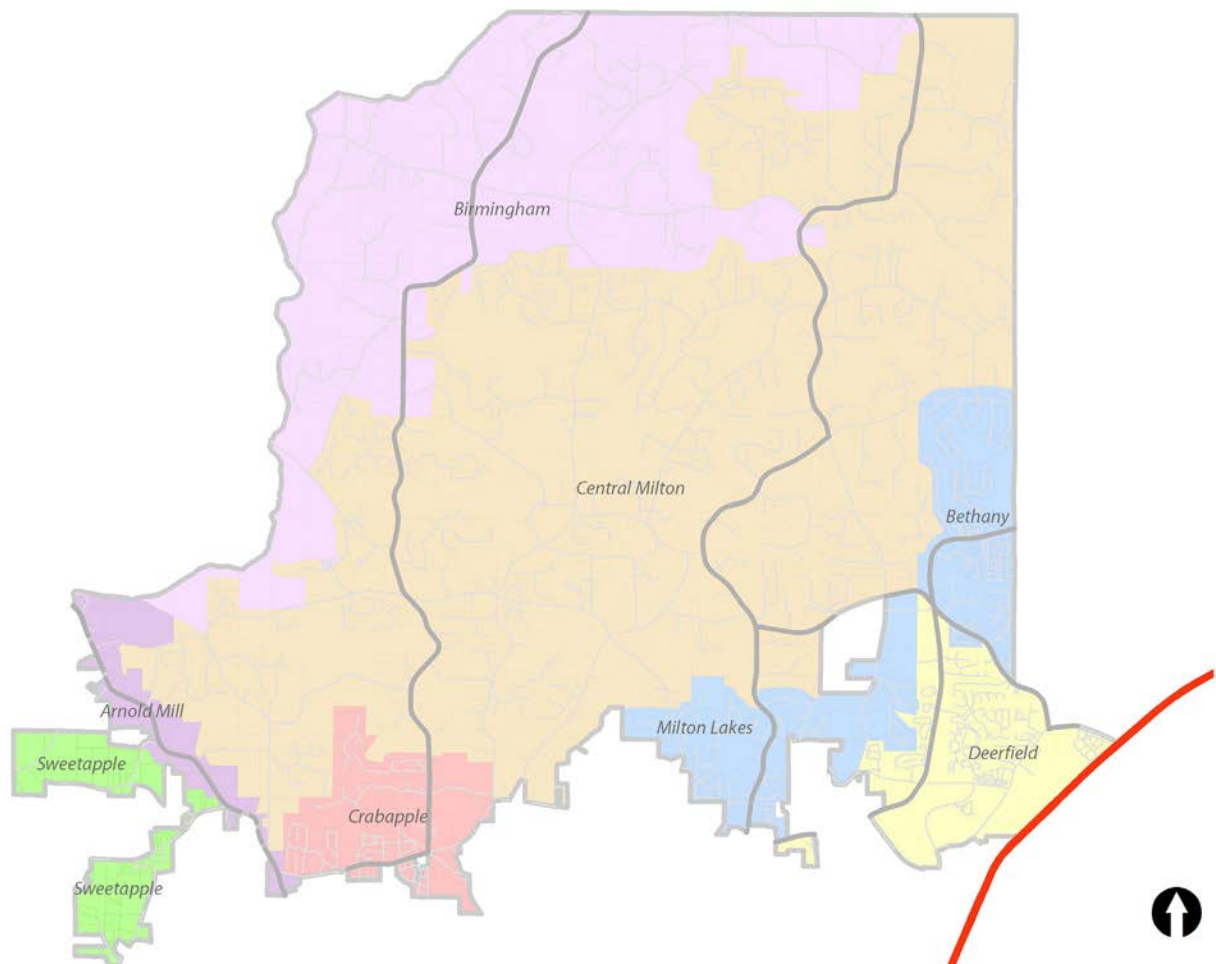
Development Patterns in this Area

The Sweet Apple character area is typical of Milton's agricultural and rural-residential pattern of development. It is dominated by its rural character and equestrian uses, but is unique in that it is virtually surrounded by land within the city of Roswell, outside of Milton's jurisdiction. The land use patterns in this area may be impacted by land use decisions within the City of Roswell, as well as the potential development of SR 140, Arnold Mill Road, but care should be taken to protect the existing uses and rural character on the urban/rural fringe. Economically viable agriculture uses, such as forestry and equestrian facilities, can be sustained in this area with the assistance of preferential taxation programs. Estate residential uses with limited hobby agricultural will also preserve the pastoral character.





Appropriate Land Uses in this Area	Compatible Zoning Districts
Agriculture, Equestrian, Estate Residential (AEE)	AG1, R1, R2, H
Residential Low (LDR)	AG1, R1, R2, CUP, H
Parks, Recreation and Conservation	AG1, R1, R2, CUP, H
Community Facilities	AG1, R1, R2, CUP, H



Future Land Use Map & Narrative

The Future Land Use Map is a parcel-based map that identifies land use patterns using standard categories, such as Residential, Commercial, Industrial, Public/ Institutional, etc. The land use designation for a particular parcel of land represents the City's official policy for the recommended future development of that parcel over the next 20 years. The Future Land Use Map shows the land use designations of all the parcels of land within the City of Milton, and this map will continue to guide future development and be an important tool in making zoning decisions. A detailed description of each future land use classification is below.

There are thirteen land use designations recognized and portrayed on the City's future land use map. They are:

- Agriculture, Equestrian, Estate Residential (AEE)
- Low Density Residential (LDR)
- Medium Density Residential 1-3 (MDR 1-3)
- High Density Residential 1-2 (HDR 1-2)
- Retail and Services (RS)
- Office (O)
- Community Facilities (CF)
- Private Recreation (PR)
- Parks, Recreation and Conservation (PRC)
- Mixed Use/ Living Working (MLW)

Land Use relates to zoning in that the zoning should be compatible with the land use designation (see compatibility chart). Each land use designation is more generalized than any individual zoning district and may be considered to be compatible with several zoning districts. Since land use is more general and less specific, there are more zoning classifications than land use designations. Zoning is a very specific means of regulating property as compared to land use designation. The land use map and policies guide the land use pattern of the city in general, while the zoning districts impose specific controls and permissions on property.

Two areas of the City - Crabapple and Deerfield - are controlled through form based codes. Form based codes use transect zones to govern land use and zoning as a combined mechanism to guide development of an area. The Transect Zone Descriptions for Crabapple and Deerfield are also included in this section for reference.

Residential

Residential uses include all properties where the principal structures are designed for human habitation. Several residential categories, listed below, are shown on the Land Use Map. The categories show the densities per acre, based on the smallest lot size.

Agriculture, Equestrian, Estate Residential (AEE) – This category consists of scattered single-family homes, each one at least one acre, but are typically on several acres. This land use promotes hobby farms, equestrian facilities, and large lot residential estates including minimum 3 acre lots on gravel roads.

Low Density Residential (LDR) – This residential category consists of one single-family home on at least one acre (minimum 1.0 acre lots).

Medium Density Residential (MDR) – There are three MDR categories.

- MDR-(1): Up to 1.5 units per acre (3/4 acre lots or minimum 0.75 acre lots)
- MDR-(2): Up to 2 units per acre (1/2 acre lots or minimum 0.5 acre lots)
- MDR-(3): Up to 3 units per acre (1/3 acre lots or minimum 0.333 acre lots)

High Density Residential (HDR) – There are two HDR categories.

- HDR-(1): 3 to 5 units per acre (0.32 acre lots to 0.2 acre lots)
- HDR-(2): 5 or more units per acre (0.19 or smaller acre lots)

Land Use Designation	Compatible Zoning District
Agriculture, Equestrian, Estate Residential (AEE)	AG1, R1, R2, H
Low Density Residential (LDR)	AG1, R1, R2, CUP, H
Medium Density Residential (MDR-1)	R1, R2, CUP, H
Medium Density Residential (MDR-2)	R1, R2, R2A, CUP, H
Medium Density Residential (MDR-3)	R1, R2, R2A, R3, R3A, CUP, H
High Density Residential (HDR-1)	R1, R2, R2A, R3, R3A, R4, R4A, R6, CUP, H
High Density Residential (HDR-2)	R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, R6, TR, CUP, H

Commercial & Mixed Use

Retail, services and offices are appropriate uses in this category.

Retail and Service (RS) - Retail, service and office uses are appropriate uses in this category. These uses may be located in a single building or as part of a shopping center.

Office (O) - Office uses are appropriate for this category - The office uses may be in single office buildings as well as office parks.

Mixed Use/ Live Work (MLW) - The purpose of the Mixed Use/ Live Work land use district is to allow an appropriate and balanced mix of uses to create a living, working environment at a scale and character that is compatible with its surrounding community. Mixed Use/ Live Work areas will be activity centers where the community can live, work, shop, meet and play. These areas should be compact, pedestrian oriented, with a mix of office, commercial and residential uses and incorporate open space. This will result in the protection of environmental resources, accessible open space, a balance of all modes of transportation, housing choices and civic interaction. Detailed development standards are outlined below. Density will be defined by the specific zoning conditions or overlay district as applicable.

Land Use	<ul style="list-style-type: none"> Live Work land uses should have a compatible mix of office, commercial, services, institutional, civic and residential uses. These should be integrated both vertically and horizontally. The uses within the Live Work areas should be in proximity to each other in order to encourage walking and to increase mobility to those who do not drive, especially the elderly and the young. Within the Live Work land use there should be transition of land uses, height and density. The Live Work land use should also serve the adjacent community. Live Work areas should have an integrated transportation system. The transportation system should provide connectivity within the node and to and from the surrounding community. The transportation system should incorporate automobile, transit when available, bicycle, and pedestrian facilities. The streets should form an interconnected transportation network. This street network will create options, improve access and should be designed to promote walking, biking, and transit usage where present. The pedestrian and bicycle facilities should facilitate safe, attractive and convenient pedestrian and bicycle circulation and minimize conflicts between pedestrians and vehicles.
Open Space	<ul style="list-style-type: none"> A range of parks and open space, from village greens to active recreation and passive open space, should be distributed throughout the Live Work district. Open space should be centrally located and accessible for the enjoyment of residents and workers. Open space and parks could be used to define and connect neighborhoods and uses. Environmentally sensitive areas should be protected and their fragmentation should be avoided. At least 20% of development should be set aside as open space.
Housing	<ul style="list-style-type: none"> Live Work areas should have a diversity of housing types to meet the needs of the workforce and city residents.
General	<ul style="list-style-type: none"> 20% of the project shall be comprised of open space of which the community gathering space is a part. Projects that are 15 acres or less shall have two uses of which residential is one of the uses. Projects that are 15 acres or more shall have three uses of which residential is one of the uses. Live Work projects shall provide a balance of uses with a minimum of 20% of each of the uses on the site and/ or in the area.

Land Use Designation	Compatible Zoning District
Retail and Service	MIX, C1, C2
Office	OI, MIX, M1-A
Mixed Use/ Live Work	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP

Public & Recreational

Community Facilities (CF) – This land use includes public uses such as community centers, government facilities such as senior centers, health centers, fire and police stations, libraries, government centers, and schools, semi-public uses such as churches and cemeteries and institutional uses such as hospitals.

Private Recreation (PR) – Privately owned recreational facilities such as golf courses and common open spaces are included in this land use.

Parks, Recreation and Conservation (PRC) – This includes parks, open space and recreational facilities owned by public entities.

Land Use Designation	Compatible Zoning District
Community Facilities	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP, M1, M2, M1-A
Private Recreation	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP, M1, M2, M1-A
Parks, Recreation and Conservation	AG1, R1, R2, R2A, R3, R3A, R4, R4A, R5, R5A, TR, A, OI, MIX, C1, C2, CUP, NUP, M1, M2, M1-A

Compatibility Chart



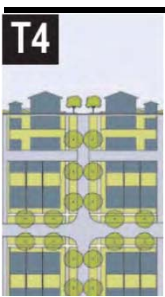
Land Use Designation	Zoning Classifications																				
	AG1	R1	R2	R2A	R3	R3A	R4	R4A	R5	R5A	TR	A	CUP	NUP	OI	MIX	C1	C2	M1	M2	M1A
Retail & Service																					
Office																					
Mixed Use/ Live Work																					
Community Facilities																					
Private Recreation																					
Parks, Recreation, Conservation																					
Agriculture, Equestrian, Estate Residential																					
Low Density Residential																					
Medium Density Residential 1																					
Medium Density Residential 2																					
Medium Density Residential 3																					
High Density Residential 1																					
High Density Residential 2																					

Development in Crabapple is governed by Transect Zones. For more information, refer to the Crabapple Form Based Code, which is a part of the City of Milton Zoning Ordinance.

CRABAPPLE FORM-BASED CODE

City of Milton

Table 1: Transect Zone Descriptions. This table provides descriptions of the character of each Transect Zone.



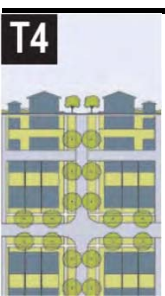
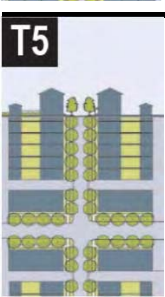
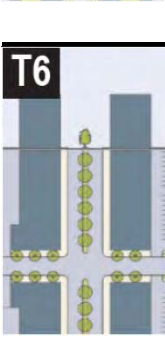
	<p>T2 RURAL</p> <p>T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, and cabins.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN</p> <p>T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN</p> <p>T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses and Townhouses with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER</p> <p>T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>

Development in Deerfield is governed by Transect Zones. For more information, refer to the Deerfield/ Highway 9 Form Based Code, which is a part of the City of Milton Zoning Ordinance.

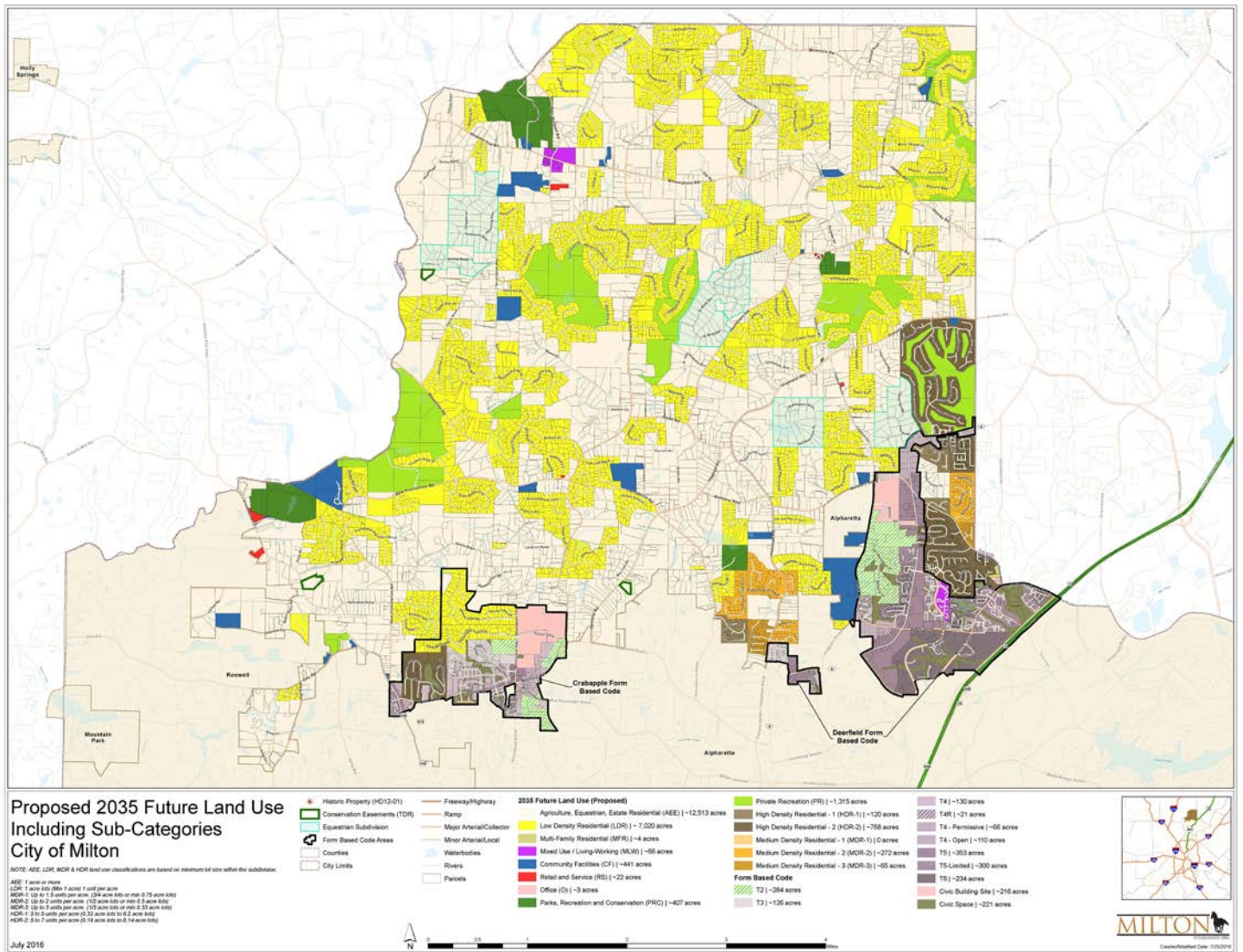
DEERFIELD FORM-BASED CODE

City of Milton

Table 1: Transect Zone Descriptions. This tables provides descriptions of the character of each Transect Zone.

	<p>T-2 RURAL</p> <p>T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, and cabins.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN</p> <p>T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2-Story with some 3-Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN</p> <p>T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses and Townhouses with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 1- to 3-Story</p> <p>Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER</p> <p>T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 1- to 4-Story</p> <p>Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>
	<p>T-6 URBAN CORE</p> <p>T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses. It may have larger Blocks; streets have steady street tree planting and buildings are set close to wide sidewalks.</p>	<p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented toward the street, defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</p> <p>Typical Building Height: 4-plus Story with a few shorter buildings</p> <p>Type of Civic Space: Parks, Plazas and Squares; median landscaping</p>

Future Land Use Map



Report of Accomplishments

Key to Terminology:

Items that are **Completed** have been finished within the 5-Year reporting period prior to this Comprehensive Plan Update.

Items that are **Underway** have been initiated or have had partial progress made as of the end of the 5-Year reporting period prior to this Comprehensive Plan Update. They have been carried over into the new 5-year reporting period for this Comprehensive Plan Update.

Items that are **Postponed** are still priorities for the community, and have been carried over into the new 5-Year reporting period for this Comprehensive Plan Update.

Items that are **Cancelled** will not be carried over into the new 5-Year reporting period for this Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine city operations, and they have been identified appropriately as such.

Project #	Project Description	Status	Notes
Economic Development			
ED1	Economic Development Plan to attract businesses to Milton; including agricultural and equestrian economic development	Underway	The policy to maintain Milton's agricultural and equestrian heritage has been upheld in cases before council, which shows its commitment to attracting agri/equestrian businesses.
ED2	Create an information database of economic development resources include a list of vacant buildings and available commercial properties that can be identified and managed by a GIS system	Completed	A list of vacant/undeveloped parcels available for development is maintained in the GIS system. The city also has access to a database called CoStar that reports vacant retail and commercial property as requested
ED3	Evaluate tax implications for prospective businesses	Cancelled	Revised in the updated STWP
ED4	Evaluate business license requirements and fees for Milton as compared with adjacent jurisdictions to insure that rates are competitive and will encourage new businesses to locate inside the city	Postponed	Milton looked at its business licence fee structure in 2011 and determined to keep the existing structure at that time. This function was moved to the finance department and is planned to be reviewed with a new fee structure implemented in time for the 2017 business license renewal period
ED5	Encourage the Expansion of the North Fulton CID to include Deerfield and along Hwy 9	Underway	Work is being done to encourage businesses to join the North Fulton CID to facilitate the expansion

Project #	Project Description	Status	Notes
Natural and Cultural Resources			
NRC1	Create an historic zoning code	Completed	Article 18 of the Zoning Code
NRC2	Develop and implement Design Standards for historic properties	Completed	Article 18 of the Zoning Code
NRC3	Pursue grant funding from GA Forestry Commission to conduct a Tree Canopy Study to establish a baseline for tree preservation	Completed	GA Forestry grant Milton \$20,000 in 2011 to conduct a Forestry master plan and tree inventory and canopy study, completed in 2012
NRC4	Implement an inventory of current street trees within key areas of Milton, such as Crabapple Crossroads, Birmingham Highway, and Highway 9 Corridor that can be identified and managed by a GIS system	Completed	This was done as part of the Forest Management Plan
NRC5	Review ordinance for adequate local protection of wetlands	Postponed	This will be part of the comprehensive review of the City's ordinances with the UDC project (2018)
NRC6	Review ordinance for adequate local protection of areas with steep slopes	Postponed	This will be part of the comprehensive review of the City's ordinances with the UDC project (2018)
NRC7	Study potential greenway and greenspace protection through easements, land trusts, etc.	Completed	Conservation Plan 2014
NRC8	Create ordinance to support the creation of green infrastructure	Postponed	This will be part of the comprehensive review of the City's ordinances with the UDC project (2018)
NRC9	Adopt DNR Part 5 Criteria 4: Groundwater Recharge Areas and Wetlands Protection	Postponed	This will be part of the comprehensive review of the City's ordinances with the UDC project (2018)
Facilities and Services			
Parks and Recreation			
FS1	Parks and Recreation 15-year Comprehensive Plan	Completed	Parks and Rec Master Plan 2012
FS2	Complete a Greenprint Plan to identify key elements of Milton's green infrastructure and identify mechanisms and recommendations for its acquisition, preservation and community use	Completed	Conservation Plan 2014
FS3	Revise the Birmingham Park Master Plan	Completed	This was looked at and reported on in the Parks and Rec Master Plan 2012
FS4	Trail Plan Update	Completed	Parks and Rec Master Plan 2012
FS5	Trail Plan Implementation	Underway	This will be ongoing for the next 20 years
FS6	Crabapple Crossing Park Partnership	Completed	Friendship Park was opened in 2012
FS7	Crabapple Community Center/ Park	Completed	This is now the Broadwell Pavilion opened in 2015
FS8	Bell Memorial Park Improvements	Completed	completed in 2015
FS9	Bethwell Community Center & Park	Completed	completed in 2011

Project #	Project Description	Status	Notes
FS10	Hopewell Middle School/ Cogburn Woods and Birmingham Fall Elementary School and Northwestern Middle School Improvements	Completed	The projects at Hopewell MS, Cogburn Woods and Birmingham ES were done in 2012. The Northwestern MS improvements were done in 2015
FS11	Park Sign Program	Underway	Portions of this program have been completed.
FS12	Land Acquisition/ Site Improvements	Completed	Land was acquired for the expansion of Bell Memorial Park in 2012 and Providence Park was acquired in 2015
FS13	Identify and Create Pocket parks in the Bethany, Deerfield, Crabapple and Arnold Mill Character Areas consistent with the future Master Plans of the Character Areas	Completed	Friendship Park and the Broadwell Pavilion were created in Crabapple; and Freedom Park was created in the Deerfield and Bethany areas. The Arnold Mill Plan identifies the Chadwick Landfill as a future park site
FS14	Create a Master Plan for Providence Park and implement construction per the Master Plan recommendations	Underway	The Park land became available for acquisition in 2015. The park is scheduled to open to the public October 2016. After at least six months of public use, the city will engage the community in thinking about a master plan for the park in 2017
FS15	Pursue LCI grant funding for Hwy 9	Completed	This is the Deerfield/Hwy 9 / GA 400 LCI
FS16	Pursue LCI grant funding for Crabapple Town Center	Completed	
FS17	Pursue LCI grant funding for Windward Parkway/ Deerfield with Alpharetta and North Fulton CID	Completed	This is the Deerfield/Hwy 9 / GA 400 LCI. It included Windward Parkway with Alpharetta
FS18	Pursue certification through the Atlanta Regional Commission's Green Communities program working with the Milton Grows Green Communities (MGG)	Completed	Achieved Bronze level certification
FS19	Gateway Grant Program	Completed	
Police			
FS20	Improve current training curriculum options for city police officers	Completed	
FS21	Improve reporting software for police department	Completed	
FS22	Plan the location for police stations to maintain adequate service coverage through the city. Also applies to Fire Department	Underway	The location analysis has been done for a public Safety complex. The property site has been identified and purchased. Architectural and space planning is underway, and the buildings are expected to be completed in 2019
Fire			
FS23	Improve current training curriculum options for city fire personnel	Cancelled	This is a routine function of city government and has been removed from the work program
FS24	Expand EMS service to Advanced Life Support (ALS)	Completed	

Project #	Project Description	Status	Notes
FS25	Continue to expand the large animal rescue program	Completed	
FS25	Continue renovations to Station 41	Completed	
FS27	Plan the location for fire stations to maintain adequate service coverage throughout the city. Also applies to police department	Cancelled	This is a routine function of city government and has been removed from the work program
Public Works			
FS28	Continue to make improvements to the city Maintenance Facility	Cancelled	This is a routine function of city government and has been removed from the work program
FS29	Develop and implement a stormwater management plan for Bell Memorial Park	Completed	
Administration			
FS30	City Hall	Underway	A new City Hall is being constructed in Crabapple. Completion date is estimated to be 2017.
FS31	Sponsor recycling education programs and increase opportunities for curbside recycling options	Underway	
Housing			
H1	Undertake a city wide housing survey to determine the existing diversity of housing types, sizes, and values throughout Milton	Completed	This information was gathered census data and ongoing building permits
H2	Ordinances for New Subdivisions	Completed	Amendments to the subdivision ordinance was proposed in 2015, but failed due to lack of community support
H3	Develop Creative Design Guidelines for higher density housing	Completed	The Form Based Codes were implemented in areas that would allow higher density housing. A City Architect was hired to review and suggest better design for these housing options
Land Use and Development Controls			
LUDC1	Review and evaluate city wide buffer requirements and establish alternative requirements as needed to mitigate incompatibilities of adjacent land uses and to protect viewsheds	Completed	The buffer requirements were evaluated and no additional or increased buffers were implemented
LUDC2	Agricultural/ Equestrian incentive land uses and zoning. Review and evaluate the standards of the Northwest Fulton Zoning Overlay and the AG-1 Zoning District to ensure protection of residential uses, traditional agriculture, and equestrian uses. Assemble a committee of citizens and stakeholders to discuss alternatives and make recommendations for improvements	Completed	The study led to the new Rural Milton Overlay that replaced the Northwest Fulton Overlay. Other incentives include the TDR program. Continued research is programmed for 2017 thru 2018
LUDC3	Adopt Development Regulations - Unified Development Code	Postponed	This project was re-evaluated and re-assigned to 2018

Project #	Project Description	Status	Notes
LUDC4	Create a Master Plan for the Highway 9 Corridor, including visual design standards	Completed	This area has Form Based Code zoning with architectural review
LUDC5	Create a Master Plan for the SR 140/ Arnold Mill Road Corridor, including visual design standards collaborating with the City of Roswell	Completed	This was done in 2014
LUDC6	Prepare a Traditional Neighborhood Development (TND) ordinance or appropriate Form Based Code	Completed	
LUDC7	Develop Rural Viewshed Districts	Completed	The comprehensive plan's future community map shows the Rural Viewshed designated areas
LUDC8	Establish a Green Building Ordinance	Completed	Adopted in 2012
LUDC9	Establish a Transfer of Development Rights and Purchase of Development Rights program	Completed	The TDR ordinance was adopted in 2012
LUDC10	Establish an Impact Fee Ordinance	Completed	The Impact Fee ordinance was adopted in 2015
LUDC11	Develop a conservation development design ordinance that is compatible with vision and policies for the Comprehensive Plan for the City of Milton.	Completed	A consultant was hired to develop the ordinance. The City Council unanimously denied the measure by a vote of 7-0. There was significant public opposition to the ordinance that was presented at the time.
LUDC12	Establish a system to Monitor septic systems	Cancelled	The management of the septic system in the community is a County function. We have decided to pursue educational workshops and communications to make the community aware of maintenance schedules
LUDC13	[omitted in the original table]		
LUDC14	Conduct a parking audit of existing surface parking in the city to determine if the amount is disproportionate to need and review current parking regulations to determine if too much surface parking is required for new development.	Completed	This was evaluated in the master planned areas where reduced parking requirements were implemented. A parking deck study was done for Crabapple
LUDC15	Develop digital and web-based information systems to better inform citizens of land use and development matters and other elements of the planning process.	Underway	Improved communication has been implemented by their emails and social media specifically about zoning and land use. Additional improvements such as allowing citizen to have access to a map-based case logs is ongoing
LUDC16	Crabapple Master Plan Update including transportation	Completed	This was done with the LCI in 2013
Transportation			
T1	Context Sensitive design for Streets improvements	Completed	This is being done as part of the intersection capital Improvement projects

Project #	Project Description	Status	Notes
T2	Create a Complete Streets Program	Completed	The Milton Trail Plan and Comprehensive Transportation plan incorporates and identifies modes of transportation to accommodate vehicular, bike and pedestrian traffic
T3	Develop criteria for traffic impact studies for development proposals	Completed	This is in Chapter 48 of the Milton code of ordinances
T4	Install new compliant road signs, as required by safety studies and engineering review	Cancelled	This is a routine function of city government and has been removed from the work program
T5	Rebuild Cogburn Road Bridge	Completed	Completed in 2012
T6	Replacement of Landrum Road Bridge	Completed	Completed in 2013
T7	Pavement Management Plan	Cancelled	This is a routine function of city government and has been removed from the work program
FN-199	Install fiber optic cable and upgrade traffic signal system along SR 9	Completed	This was a multi-jurisdiction project. The installation of the traffic signal at Deerfield and Hwy 9 contributed to this project
FN-206	SR 140/ Arnold Mill Road at New Providence/ New Providence Road intersection realignment and improvement, as well as streetscape improvements	Completed	completed in 2013
FN-237	Mayfield Road and Mid-Broadwell Road intersection realignment with drainage and streetscape improvements	Underway	
IC1	Proactively seek opportunities for Milton's Council, staff & residents to be involved in development discussions/ coordinate with other jurisdictions, esp. Forsyth, Cherokee, Alpharetta and Roswell	Cancelled	Removed because language was vague and suggested an item covered as a routine part of government services.
IC2	Increase Milton's presence/ influence with the North Fulton Chamber	Completed	Milton created a part time economic development position and hired an economic development manager to increase Milton's presence / influence with the North Fulton Chamber
IC3	Work with Alpharetta and Roswell to develop an amicable system for non-resident park usage	Completed	It was determined that the non-resident park usage agreement was pertinent to Alpharetta and not Roswell. An intergovernmental agreement between Milton and Alpharetta was signed in 2012

Short Term Work Program

Project	2017	2018	2019	2020	2021	Responsibility	Funding and Cost
Economic Development							
Explore a Milton CID in the Crabapple Downtown area to carry out infrastructure projects in that boundary zone.	x					City of Milton Economic Development	Staff Time
Launch door-to-door outreach program to formalize the feedback loop within the business community.		x		x		City of Milton Economic Development	Staff Time
Explore an innovation center in a suitable location to incubate future business opportunity and growth.	x	x	x	x	x	City of Milton Economic Development	Staff Time
Conduct business association outreach for regular interaction with the Milton Business Alliance, Crabapple Business Association, GN FCC and Metro Chamber.	x	x	x	x	x	City of Milton Economic Development	Staff Time
Build and maintain an available land database listing of properties in CoStar and Select Georgia databased to convert properties from vacant to filled.	x	x	x	x	x	City of Milton Economic Development	Staff Time
Community Facilities							
Complete the construction of the new City Hall in Crabapple.	x					City of Milton	General Fund
Implement the construction of the Crabapple Streetscape.	x					City of Milton Public Works	General Fund, \$250,000
Enhance multi-use connection to Big Creek Greenway.	x	x	x			City of Milton Public Works	General Fund
Explore the feasibility of a walkable connection from Birmingham Park to an Arnold Mill Park at the closing landfill with focus being along Little River.	x	x	x	x	x	City of Milton Public Works	Staff Time
Develop phase 2 of Providence Park to repair the rock quarry, establish access to water, public restrooms and a safe shelter.	x	x	x	x	x	City of Milton Parks and Recreation	\$400,000
Evaluate renewal and continuation of the intergovernmental agreement with the City of Alpharetta for parks without borders.	x	x	x	x	x	City of Milton Parks and Recreation	Staff Time
Partner with a provider to establish programming at Providence Park.	x	x				City of Milton Parks and Recreation	TBD Based on Project Scope

Project	2017	2018	2019	2020	2021	Responsibility	Funding and Cost
Research new program offerings which might include activities not currently offered by Milton.	x	x	x	x	x	City of Milton Parks and Recreation	Staff Time
Revise and Update the Parks and Recreation Master Plan, including the Trails Master Plan	x					City of Milton Parks and Recreation	General Fund \$75,000
Implement greenspace acquisition in accordance with the greenspace bond, if approved	x	x	x	x	x	City of Milton Public Works, Parks and Recreation, and Community Development	\$25 million
Community Development							
Produce process maps for all customer interactions seeking to maximize efficiency as measured by average time per permit.	x					City of Milton Community Development	Staff Time
Produce process maps/videos for all customer interactions seeking to maximize efficiency (NOT measured by average time per permit).	x	x				City of Milton Community Development; Consultant	\$50,000
Establish a Unified Development Code to encourage better development and design while clarifying process.	x	x				City of Milton Community Development; Consultant	General Fund \$180,000
Formalize a training program so each city staff member can act as a concierge for our customers (in coordination with process mapping).	x	x	x	x	x	City of Milton Community Development	Staff Time
Create Program to allow online tracking of permits	x	x				City of Milton Community Development	Staff Time
Explore 5 acre zoning category for TDR parcels	x					City of Milton Community Development	Staff Time
Explore incentives for bigger lots/ estate homes	x					City of Milton Community Development	Staff Time
Identify appropriate staffing needs and make sound recommendations as needed.	x					City of Milton Human Resources	Staff Time
Through the Innovation Academy, explore implementing a detailed employee review process/ performance management system.	x					City of Milton Human Resources	Staff Time
Initiate informational sessions with city boards and commission to inform of strategic plan and other city initiatives	x					City of Milton Community Development	Staff Time

Project	2017	2018	2019	2020	2021	Responsibility	Funding and Cost
Create and maintain a digital information kiosks that direct people where to find additional information on current city projects and developments.	x					City of Milton; Consultant	costs factored into the budget for construction of new City Hall
Create and implement basic guides to enhance the ease of understanding our building and design standards.		x	x	x		City of Milton; Internship	Intern Time
Create branding material that promotes Milton's unique identity.	x	x	x	x	x	City of Milton Communications	Staff Time
Pursue a street topper sign program that would be intended to create a sense of place through signage.	x					City of Milton; Consultant	costs factored into the budget for Crabapple Streetscape
Create a Master Plan for Downtown Milton that incorporates the Municipal Center, Community Center, and Central Community Greenspace	x					City of Milton; Consultant	\$80,000
Continue welcome packets mailed monthly to new homeowners to increase resident awareness of Milton programs.	x	x	x	x	x	City of Milton Communications	Staff and Volunteer Time
Support the Village Volunteers program designed to assist young adults who have graduated high school and also have special needs.	x	x	x	x	x	City of Milton Communications	Staff Time
Create education opportunities for citizens about planning, zoning, etc./Citizen's Academy		x				City of Milton Community Development	Staff Time
Develop a program for older-student education participation in planning/com dev work i.e. Mock member of Board, Commission or Council	x					City of Milton Community Development	Staff Time
Develop a program for younger-student education participation in planning/com dev work Lego city build program	x					City of Milton Community Development	Staff Time
Reinvent the Historic Preservation Commission (HPC) for the review and designation of historic properties	x					City of Milton; Historic Preservation Commission	Staff Time; Citizen Time
Establish and implement a signage program for historic land markers and points of interest	x	x				City of Milton; Consultant	General Fund \$51,000
Create educational opportunities for the community that are grounded in sustainability, resiliency and conservation (Earthday Festival; Arbor Day Event; Community Meetings)	x	x	x	x	x	City of Milton; Community Volunteers	Staff Time; Citizen Time

Project	2017	2018	2019	2020	2021	Responsibility	Funding and Cost
Create a formal feedback loop with the equestrian community	x	x	x	x	x	City of Milton Community Development	Staff Time
Review the code of ordinances for desired enhancements that protect our rural character	x	x	x	x	x	City of Milton Community Development	Staff Time
Establish and facilitate a working group charged to identify evaluation criteria for potential areas of land conservation or community greenspace	x					City of Milton Community Development	Staff Time
Reflect greenspace needs within the updated comprehensive plan	x					City of Milton Community Development	Staff Time
Explore the establishment of a City sponsored TDR Bank	x	x				City of Milton Community Development	Staff Time
Establish incentive packages to encourage the retention of farms and equestrian facilities	x	x				City of Milton Community Development	Staff Time
Explore options for undertaking Future Land Use Map amendments prior to considering zoning petitions that may not be compatible with the Future Land Use Map	x	x				City of Milton Community Development	Staff Time
Reconcile the current zoning districts with updated land use classifications in the Comprehensive Plan/ on the Future Land Use Map	x					City of Milton Community Development	Staff Time
Develop a method for tracking commercial-type uses in the AG-1 zoning district	x					City of Milton Community Development	Staff Time

Appendix A

Glossary

ADA: Americans with Disabilities Act: The Americans with Disabilities Act was passed in 1990 and later amended in 2009 to protect individuals with a disability from discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications.

ARC: Atlanta Regional Commission: is the agency responsible for regional planning and intergovernmental coordination for the Atlanta Metropolitan Area which includes ten counties (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale Counties) and all the cities within those counties. The ARC reviews the comprehensive plans of all these jurisdictions along with the state's planning/coordinating agency, GA Department of Community Affairs (DCA).

Bioswales: are vegetation and compost filled landscape elements designed to filter silt and pollution from surface runoff water before it is released to the watershed or storm sewer. Common applications are along roadways and around parking lots, where substantial automotive pollution is collected by the paving and then flushed into the watershed or stormwater by rain. The bioswale collects the runoff and slows the water flow, maximizing the time water spends in the swale, which aids the trapping of pollutants and silt. Biological factors also contribute to the breakdown of certain pollutants.

Bucolic: of the countryside, rural, pastoral

CPAC: Comprehensive Plan Advisory Committee: is the sixteen member citizen group formed in 2007 by the Mayor and Council to initiate the comprehensive planning process. The group consists of the seven members of the Planning Commission, Chairperson of the Board of Zoning Appeals, Chairperson of the Design Review Board, and seven citizen appointees of the Mayor and City Council.

Context Sensitive Design: refers to the concept of taking community values and environmental preservation into account in the designing and engineering of projects. The concept impresses that a project should be sensitive to their surrounding environment, especially in scenic or historic areas and should include public involvement by collaborating with local communities during the projects design phase. An understanding of the natural and built environments including roadways as part of the valued landscape must be accomplished before the engineering design progresses begins.

Complete Streets: Streets that provide multiple travel choices such as vehicle travel lanes, bike travel lanes, pedestrian sidewalks, and amenities such as lights, benches, shade trees that make all users safe. A balanced transportation system that includes complete streets can increase the overall capacity of the transportation network and bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.

Conservation Design: refers to design of any build project that considers the conservation of open and green space and configures the build elements in such a way that it maximized the conservation area.

Conservation Subdivision: refers to the design of a residential subdivision that maintains its zoned/permitted project density, but configures the home placement/arrangement in such a way that it maximizes open and green space for conservation.

DCA: Department of Community Affairs: is the state agency created in 1977 to serve as an advocate for local governments. On July 1, 1996, the Governor and General Assembly merged the Georgia Housing and Finance Authority (GHFA) with the Department of Community Affairs. Today, DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

Feasibility Study: A combination of a market study and an economic analysis that provides the facts about a proposed project and estimates the expected return on investment to be derived from the project.

Gateways: are locations that signify the entrance to a community.

GATEway grant: GATE is an acronym for GA Transportation Enhancement. The GATEway Grant is an annual grant opportunity provided by the GA Department of Transportation to assist communities in their efforts to enhance and beautify roadsides along state routes especially at gateway locations.

GDOT: Georgia Department of Transportation: The State of Georgia's transportation management authority.

Green Infrastructure system: where a network of parks, recreation, and conservation areas are, or planned to be, interconnected throughout the city or region.

Heat-island or urban head island: refers to areas which consistently record significantly warmer temperatures than its surrounding areas. This is generally the case in metropolitan areas where modification of the land surface by urban development, i.e. uses of materials which effectively retain heat and waste heat generated by energy usage increase the average temperatures. Mitigation of the urban heat island effect can be accomplished through the use of green roofs and the use of lighter-colored surfaces in urban areas, which reflect more sunlight and absorb less heat.

Open Road Neighborhood: residential homes/neighborhoods located along public open two-lane country roads; which contrasts conventional subdivision neighborhoods where the homes are situated off the main thorough-fare along a web of internal streets that do not allow through traffic and sometimes are private.

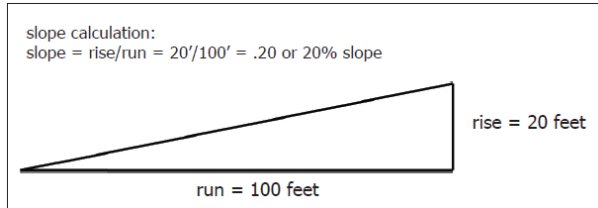
Rain gardens: refers to a planted depressed area designed to collect rainwater runoff from impervious surfaces like roofs, driveways, walkways, parking lots, and compacted lawn areas, and allow it the opportunity to be absorbed into the ground as opposed to flowing into storm drains and water ways. This reduces the pressure on stormwater systems and reduces the risk of flash flooding. It also replenishes groundwater.

Rural Viewshed: refers to the pastoral views that can be seen along the roads as one travels through Milton.

Scenic Byways: A Georgia Scenic Byway is defined as any designated highway, street, road, or route, which features certain intrinsic qualities that should be protected or enhanced. The qualities that give the byway its character and appeal are its scenic, historic, natural, archaeological, cultural, or recreational nature. Currently, twelve corridors have achieved Georgia Scenic Byways status as designated by the Georgia Department of Transportation, with more to follow.

SR: State Route: roads/highways that are part of the state's network of roads that are managed/maintained by the state's department of transportation. Milton has three state routes: SR 9 (Hwy 9), SR 372 (Birmingham Hwy), and SR 140 (Arnold Mill Road).

Steep Slopes: 20 to 30 percent.



Traditional Neighborhood Development (TND): A basic neighborhood unit which contains a center that includes a public space and commercial enterprise; an identifiable edge, ideally a five minute walk from the center; a mix of activities and variety of housing types; an interconnected network of streets usually in a grid pattern, high priority of public space, with prominently located civic buildings and open space that includes parks, plazas, squares; Reminiscent of traditional neighborhoods and increasing in popularity as a component in New Urbanism concepts. TND may occur in infill settings and involve adaptive reuse of existing buildings, but can also occur as all-new construction on previously undeveloped land.

Tree Canopy: refers to the shade or coverage provided by forests. It is above the ground portion of trees including the branches and foliage.

Universal Design: also known as “design for all,” “inclusive design,” and “life-span design,” refers to broad-spectrum architectural planning ideas meant to produce buildings, products and environments that are inherently accessible to both the able-bodied and the physically disabled. It is based on the idea that all environments and products should be usable by all people, regardless of their ages, sizes, or abilities. Universal Design encompasses VISIBLE HOMES.

Visible Homes: refers to homes that are designed to accommodate families and visitors, regardless of age, size or physical ability by providing easy access, easy passage and easy use for everyone. A step-free entrance into the central living area, wider doorways/passageways and a self-contained main floor with a bedroom, entertainment area, accessible kitchen and full bathroom makes it possible for residents or visitors who rely on mobility aids, or who may develop serious medical conditions, to maneuver through the home with relative ease.

Appendix B

Community Work Program for the CIE

The following listing of impact fee projects is submitted as part of this CIE Annual Update report, covering the 5-year period 2017-2021.

The City has prepared a Comprehensive Plan update, which includes a complete CWP covering the years 2017 to 2021 (including the projects eligible for impact fee funding). The new Community Work Program within the Comprehensive Plan update includes all project activities, including the specific impact fee eligible projects below.

2017-2021 Community Work Program – Impact Fee Eligible Projects

Project Description	2017	2018	2019	2020	2021	Responsible Party	Cost Estimate	Funding Sources	Notes/ Explanation
Parks and Recreation									
Continue land acquisition program for park lands	X	X	X	X	X	Parks and Recreation	\$1,030,000 estimated annual average	67.39% Impact Fees; Bond Issue	On-going debt service to bonds
Continue acquisition program for conservation easements and multi-use trails	X	X	X	X	X	Parks and Recreation	\$1,315,790 estimated annual average	41.44% Impact Fees for conservation easements; 41.49% Impact Fees for multi-use trails; Bond issue	On-going debt service to bonds
Construction of multi-use trails			X	X	X	Parks and Recreation / Public Works	\$3,660,000 estimated annual average	42.48% Impact Fees; General Fund	On-going annually
Design and improve Providence Park: 1 Playground (structured) 1 Pavilion / Picnic Shelter 1 Multi-Use Trail (1 mi. est.)	X	X	X	X	X	Parks and Recreation	\$1,175,762	42.89% Impact Fees for playground and pavilion/picnic shelter; 42.48% Impact Fees for trail; General Fund	Completion in 2022

Project Description	2017	2018	2019	2020	2021	Responsible Party	Cost Estimate	Funding Sources	Notes/ Explanation
Design and construct Arnold Mill Park project: 1 Playground (structured) 1 Pavilion / Picnic Shelter 1 Multi-Use Trail (1 mi. est.)				X	X	Parks and Recreation	\$1,175,762	42.89% Impact Fees for playground and pavilion/picnic shelter; 42.48% Impact Fees for trail; General Fund	Completion in 2022
Design and construct Chadwick Landfill park project		X	X	X	X	Parks and Recreation	\$350,000	Impact Fees (% varies depending on the facilities); General Fund	See the Parks and Recreation table in the Financial Report section for facilities' impact fee eligibility
Design and construct a community center	X	X	X	X	X	Parks and Recreation	\$651,420	42.53% Impact Fees; General Fund	
Police									
Design and construct Law Enforcement Center	X	X	X			Police/ Administration	\$4,499,285	41.44% impact fees; General Fund	
Fire									
Construct Storage Facility	X					Fire/ Administration	\$267,096	100% impact fees	
Construct Hwy 9 Fire Station	X	X	X			Fire/ Administration	\$1,727,112	100% impact fees	
Replace Fire Station 42				X	X	Fire/ Administration	\$1,389,243	40% impact fees; General Fund	Completion in 2022
Construct Training Facility	X					Fire/ Administration	\$430,177	100% impact fees	

Project Description	2017	2018	2019	2020	2021	Responsible Party	Cost Estimate	Funding Sources	Notes/ Explanation
Purchase heavy vehicle		X			X	Fire/ Administration	\$940,734	100% impact fees	
Purchase general vehicle				X		Fire/ Administration	\$39,442	100% impact fees	
Transportation									
Complete Intersection- Crabapple @ Birmingham	X					Public Works	\$1,353,264	40.1% impact fees; General Fund	Project underway
Bridge Replacement Program	X	X	X	X	X	Public Works	\$2,445,358	40.1% impact fees; General Fund	On-going annual improvements
Intersection-Freemanville @ Providence & B'ham	X	X				Public Works	\$2,409,376	40.1% impact fees; General Fund	To be completed in phases (Freemanville@Providence is Phase 1)
Intersection-SR9 @ Bethany Bend	X					Public Works	\$173,168	40.1% impact fees; General Fund	Project underway
Intersection-Bethany @ Providence	X	X	X	X	X	Public Works	\$1,794,032	40.1% impact fees; General Fund	Completion beyond 2021
Complete Intersection- Hopewell @ Redd Road	X					Public Works	\$123,224	40.1% impact fees; General Fund	Project underway
Intersection-Hopewell @ Hamby				X	X	Public Works	\$1,412,239	40.1% impact fees; General Fund	Completion in 2021
Intersection-Hopewell @ Thompson					X	Public Works	\$1,439,668	40.1% impact fees; General Fund	Completion in 2022
Crabapple SE Connector					X	Public Works	\$180,587	40.1% impact fees; General Fund	Completion beyond 2021
Crabapple NE Connector	X	X	X			Public Works	\$2,581,435	40.1% impact fees; General Fund	Completion in 2019